

DRIVING

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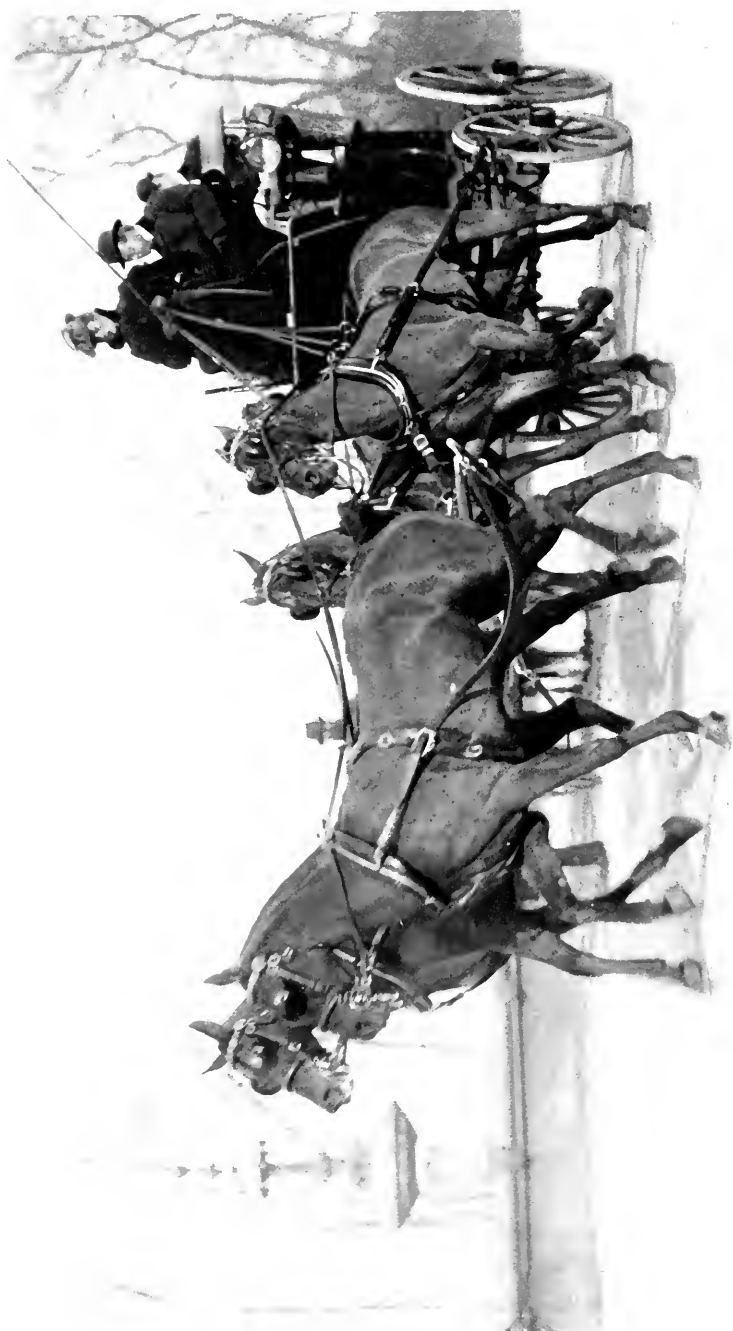
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DRIVING



A CLEVER TURN

By

FRANCIS M WARE



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CHAPTER I

INTRODUCTORY



THE pastime of driving is unique in that it appeals, as does no other pleasure, to all ages, sexes, classes and conditions; to the strong and the decrepit; to the bold and the timid. From earliest times the possession of a vehicle has always been regarded as an emblem of success in life; a visible token to all and sundry that the owner or his forebears had succeeded in accumulating at least a moiety of worldly goods sufficient to enable him to indulge in some of the luxuries attendant upon such enviable condition. From our first appearance in this vale of tears, our peregrinations have been conducted upon wheels; and, even as they furnish us our first outing, so do they provide us with our last.

What more natural, then, than that wheeled carriages, from the perambulator period upward, should exert a fascination over even the most prosaic, and afford an object of interest to those of every age, from the baby with his tin wagon to the ancient in his wheeled chair. That the fancy is dormant in many natures and not dominant in many others is true, but the slumbering spark awaits only the kindling of environment to burst into a sturdy and unquenchable

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flame; diverted, possibly, temporarily to the bicycle and the automobile, but tiring of them in the one case through the irksomeness of the attendant labour, in the other through the inherent objection which any refined nature feels to stench, dirt, turmoil and danger, individual and abstract.

Like all other pursuits, driving may be treated as an art or as a mere means to a desired end. Unlike most others, however, there exists an imperative demand for its capable performance, not alone that safety may be secured to the charioteer and his accompanying family or friends, but that the peripatetic world at large may not, by any vagaries of the inexpert, be placed in jeopardy as to life or limb. If a man (or woman) owes it to himself and his horses to drive thoroughly well, doubly is he under obligation to the public that it shall be endangered by no act of his; and the individual who, understanding but the merest rudiments of his undertaking, wanders about our highways and byways a nuisance to all who venture abroad, is as dangerous a menace to travellers as can well be imagined; the more so because, let the very worst happen, upon his thoughtless head never falls a tithe of the blame accruing from his criminal ignorance. Beware the average "Sunday-and-holiday" jehu as you would an avalanche; watch warily his startings, stoppings, turnings and general vague meanderings; and thank your lucky stars if you always escape scatheless from the results of his inexcusable inexpertness.

Merely upon the broad ground that anything worth doing at all should be done to the best advantage, the art of driving deserves much more consideration than we are accustomed to award to it. The most ordinary instincts of humanity should impel us to wish to know that our horses are comfortably caparisoned and properly driven; nor are

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the humblest details beneath our notice. If genius is the "capacity for taking infinite pains," capability is the faculty for admitting the importance of usually unconsidered trifles, and there are more of these apparently unimportant matters (which are really vital) connected with the management of horses than with any other subject that one can suggest. The obvious is by no means the necessarily material in equestrianism, and it is to bring to notice many of these facts that this book is attempted.

The thick-skinned and heavy-headed donkey and the phlegmatic pony of childhood's days have not a little to answer for in connection with indifferent equestrian performance, in that they submitted to mauling at our infantile hands which, unless circumstances allowed our intimate subsequent association with horses, proved but a hindrance to furthering expertness; and not a few can attribute their indifference to equine society to the little wretches which, in their childhood's days, they were permitted to haul and thrash about. A certain amount of spirit and ability to resent abuse is an essential to every child's pet, from the kitten up, and not too soon can the infant learn that he cannot with impunity tempt vigorous reprisals; nor should he ever be allowed to "pick-up" haphazard the art of driving, but be as thoroughly tutored in it as in any other accomplishment.

Merely as a means to the end of promoting self-dependence, intrepidity, quick decision, coolness, patience and a few other virtues, the art of driving should form part of the education of every child; lacking the opportunity at that age, it is worthy the diligent essaying of every adult. Intimate association with horses never did any one harm, and there is something lacking in the make-up of any man

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who does not love them and exult in controlling them. Driving may safely be classed among the amusements suitable for the gentler sex, and woman's naturally sympathetic nature and light touch render her especially adept—given proper instruction and supervision—and make her a welcome recruit to the ranks of this most unselfish pastime.

The following chapters attempt to cover the matter at issue in an untechnical and intelligible manner, and are written especially for the novice, and as the result of over thirty years' active association with every sort of horse for every possible purpose. Nothing arbitrary is intended, and nothing more than advice attempted. The chapter upon the debatable ground of appointments is intended as a guide, and is in no way as authoritative; nor does the writer for an instant mean to do more than call attention to details usually (and broadly) accepted as correct. If the best interests of the horse and his master are advanced by but an infinitesimal degree through this agency, such reward will fully compensate for the labour.

CHAPTER II

STAGE-COACHING IN EARLY TIMES

EARLY stage-coaching in America has suffered, so far as the glamour of romance and imagination goes, from the fact that it lacked any contemporaneous historian. Those were strictly utilitarian times, and, beyond tolerating the vehicles and their accessories as a more or less comfortless means to the end of necessary travel, our forefathers regarded them not at all, and neither in song nor story do we find chronicles of what must have been a stirring and most interesting period. Coaching in England has perhaps been overfavoured in an exactly opposite way, from the fact that, from a very early date, the amateur, generally a man of means, and frequently inflicted with that sporting "*cacoethes scribendi*" which has cast such a halo over all English sports, was actively interested—*magna pars fuit*. It is quite probable, however, that its actual details were quite prosaic—or, at all events, no more romantic than were the incidents of American "Down-the-road" life. Of course, we had not the English highways, and our average distances were vastly longer: our country was too sparsely settled to have it otherwise. Then, too, in a comparatively short time, the "hissing steam-pot" of the railroad drove "tantivy-trot and traffic" into oblivion, and the ancient charioteers were forced first into the background of the outlying districts, and then to accepting positions on the hated railroads. Myriads of taverns—on their mouldering sites—and traditions of huge stabling and bustling hotel life afford mementoes of these

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bustling routes, and there still live a few of the old-timers who were for years actively interested not only in driving, but also as owners and managers of more than one prosperous line and its tributaries.

As has been the case in later days with the bicycle and the automobile, the introduction of coaches in England produced much adverse argument, and many vigorous diatribes were directed against them as tending to obstruct the necessarily narrow ways, to impede traffic and to endanger foot passengers; and the same objections were made to them in America. Still, carriages were in use here as early as 1685, though very rarely, and it is said that as late as 1772 only thirty-eight private carriages were owned—and rarely used—in Philadelphia. The testimony of a traveller (English) in Boston in 1740 was to the effect that “chaises and saddle hacks (the saddle animals being all pacers) were plenty; carriages very rare; and that draught-labour was mostly performed by oxen.” The type of carriage then in use was rather on the lines of the modern rockaway, holding from six to twelve people on its three or four seats, and entered only from the front by clambering upon the shafts or the splinter-bar and thence crawling over and under the other passengers to one’s seat. The calash, the whisky, the chaise, the curricule (the forefathers of the buggy) were all in use; while the chariot and the coach (on what is now called “concord” lines) were the favourite four-wheeled vehicles.

The earliest-mentioned coach, or “road-wagon,” ran from Boston to Newport (then a great commercial centre), and thence travellers were transported by sailing vessel down the Sound to New York. Lines from Boston to Lynn, Salem, Gloucester and Providence were shortly in opera-

EARLY STAGE-COACHING

tion; and from Boston to New York, New York to Philadelphia, Baltimore, etc. (partly by canal at later date), coaches ran regularly and heavily loaded.

In 1720 the first regular coach line to run fortnightly between New York and Philadelphia was put on, and traffic became so plentiful that three others soon ran in opposition, some going straight through each way and others stopping at Trenton over night. (It is interesting to remember that in 1894 Messrs. E. V. Morrell, Nelson Brown, H. A. Caner, E. D. Browning and other Philadelphia gentlemen ran the coaches "Aquidneck" and "Vivid" on alternate days between the two cities over the same old historic route.)

Even earlier than this, in 1697, a monthly wagon went through between these two cities; while before that, in 1673, Governor Lovelace (who first sanctioned racing in May of each year upon the course built at Hempstead by his predecessor, Governor Nicolls) established a monthly mail messenger between New York and Boston "for the more speedy intelligence and despatch of affairs." Between New York and Philadelphia the coaches were soon aided in their efforts by forming junctions with sailing packets from the former city to Perth Amboy, thence via coach to Burlington, and again changing to the Philadelphia boats. The competing coaches were known by various appellations, as the "Swift-and-Sure," "Pilot," "Commercial," etc., and carried about eight passengers, at a fare equivalent to ten dollars for the through trip. These various lines soon developed a spirited rivalry, and accidents from furious driving over the imperfectly kept and frequently corduroyed roads were numerous. The cumbrous sixteen-passenger vehicles gave place to the lighter one, of an egg-shape, and carrying nine

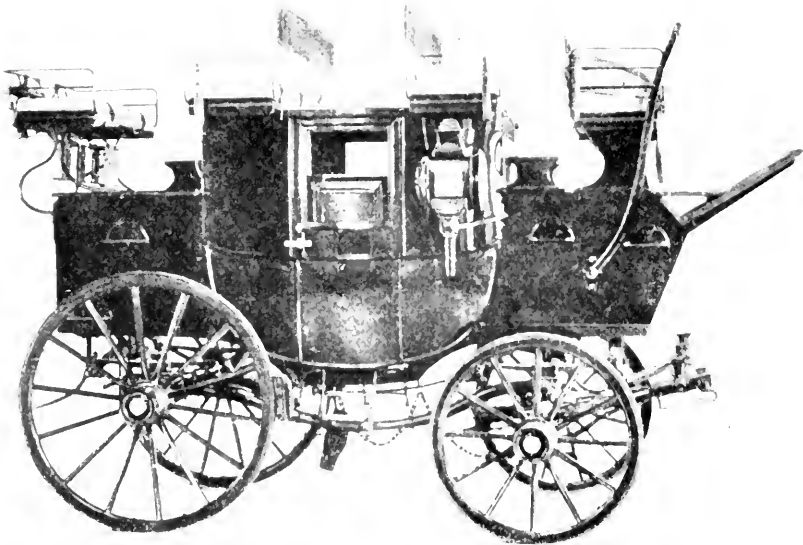
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passengers inside and two out; to this the familiar, durable and time-honoured concord coach directly succeeded. Many of these were elaborately decorated as to doors and panels with landscapes, sporting scenes, gilt ornaments and linings of red, green or blue damask. Imagine the arrival of one of these picturesque vehicles at the tavern where it was to change horses, as it rattles down hill, the foaming animals at full gallop, the coach rolling and pitching upon its elastic leather thorough-braces; the landlord bustling out to eagerly glean the news for dissemination later in the day among the tradesmen and burghers who patronised his tap-room; the loitering idlers, awakened to momentary interest by its arrival; the enthusiastic small boy of the period in full representation to see and perchance to address his heroes, the coachman and the guard; the pretty girls at the windows exchanging bows and waving handkerchiefs as the coach passes; the dusty passengers alighting for a moment's ease and a mug of the landlord's best flip; a trunk or two and a few boxes unloaded; others put on; fresh horses put to; "All right, gentlemen"; a flourish of the big whip, and off they plunge again to the notes of "Yankee Doodle" ably performed by the guard upon his enormous key-bugle!

About 1818 the egg-shaped or curved-bottom body, hung on leather springs or thorough-braces, came into vogue, and has retained its favour for rough work even unto this day, the top, however, being now carried up on straight posts, and not curved as of yore. The first concord coach was built in Concord, New Hampshire, in 1827—an incident noticeable in that it has had more to do with the ease, rapidity and safety of this country's settlement than almost any other factor. Everywhere throughout the world its merits are



ROAD COACH



PARK COACH OR DRAG

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known and appreciated, and the originator more richly deserves a monument than many who have received them.

Travellers by these very early vehicles had a desperate time of it, and their endurance and survival prove that we indeed descended from a tough and sturdy race. The vehicles were springless, or virtually so; and the luggage rode upon racks which were set directly upon the axles. The roads were full of holes and ruts—bogs in places; the travel for long hours, the journey beginning at early morning and lasting until late night. The internal and external accommodations were the crudest and most uncomfortable, and the sufferings of the passengers many and serious.

The national roads, when constructed, to Wheeling and Cumberland, were kept in good order; fair speed was possible; inns were frequent and good; the stock of high quality; the drivers first-class; and the rivalry keen between the four lines of coaches which worked the roads. The encroachment of civilisation upon the West caused a strong tide of travel and a tremendous amount of mail and fast freight, so that it is recorded that sometimes from fourteen to sixteen coaches started at the same hour, all loaded with passengers (and that meant twenty-six), while three or four extra coaches carried the mails. Runs of 135 miles in twenty-four hours were common, and it was said that the teams were changed "before the coach stopped rocking." Thirty-two miles in two hours and twenty minutes, with three teams, and 185 miles in fifteen hours thirty minutes, impress one, in view of the roads and loads and the probable quality of the cattle, as extraordinary performances—especially when it is understood that one driver drove the whole trip; and these unsung heroes must have been miracles of strength and endurance to stand the strain. In 1812 the fare from Philadelphia to

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Pittsburg over the national turnpike, 297 miles, was twenty dollars by coach—and it took six days to cover the distance.

In 1818, all the Massachusetts, New Hampshire, Vermont, Maine, Rhode Island and Connecticut stage lines were syndicated in the name of The Eastern Stage Company, and an enormous business was done. In 1829, seventy-seven stage lines were running out of Boston in all directions, and in 1832 there were 106, yet in 1838 the advent of steam put this gigantic company out of existence. Of the coach running between Boston and Portsmouth (New Hampshire) at that date it is recorded that its pace was great and, drawn by six horses, "it never was behind time"—this coach being of English mail pattern (1773).

In 1786, there was through transportation by stage from Portsmouth, New Hampshire, to Savannah, Georgia, and the vehicles ran regularly, going from Boston to New York in five days, and running three times a week. Levi Pease, the originator of this enterprise, was hailed in his day as the "Father of the Turnpike," receiving from the Government the first charter for such a road, which was laid out in 1808, from Boston to Worcester, although the first macadam was laid between Hagerstown, Maryland, and Booneborough, Maryland, transforming social and peripatetic relations—being followed by a network of vastly profitable turnpikes which covered the eastern States and rendered many cities and towns bustling centres of trade and travel whose names are now forgotten and whose very sites are weed-grown and deserted. Tolls were remitted on these pikes in 1800.

It is recorded of a celebrated old coach owned by Honourable Ginery Twichell, the most celebrated driver and stage-owner of his time (1830-1846), that it carried at one trip a load of sixty-two persons. He was also the most enterprising

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and largest mail-contractor of his day, and celebrated throughout the country. He kept as many as 160 horses on his various lines.

While travellers on horseback, in chaises, coaches, etc., thronged the thoroughfares at all seasons of the year, the heavy merchandise was transported, via the huge wagons called "Conestoga," from the remote districts in Pennsylvania from which they came, and these ponderous progenitors of the more modern army-wagon and "prairie-schooner," with their broad-tired wheels and sluggish motion, played their important part in breaking out, rolling down and compacting the thoroughfares throughout the whole country, especially along the eastern seaboard. Drawn by from four to ten horses harnessed tandem, these lumbering arks trundled their enormous loads up and down the countryside from Maine to Georgia, and west to Pittsburg and farther; their shrewd, hardy drivers, a compound of peripatetic merchant, teamster and Yankee, ever ready to sell, swap or dicker in anything, from live stock to yarn stockings; from groceries to real estate; trudging by the side of their teams, or riding the ambling Narragansett pacers, beloved by our forefathers as saddle-beasts, the ever-present roadside taverns affording fodder for beasts and shelter for man, their own baked beans and corn bread furnishing provender as needed. Active as were the industries of the summer solstice along these roads, the first snows found the highways fairly teeming (and teaming) with life. As more weight per horse could be transported by sled, and as two horses could handle on runners as much as four on wheels, the winter season was put to use in carrying merchandise to and fro, not only by the regular voyagers, but by farmers and their sons; this traffic again helping to smooth bad spots,

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to ease grades, to show the necessity of better roads, to increase communication between towns and country, and to circulate news. Through these sources of information every landlord of a roadside inn was very properly regarded as the local oracle and news-vender, for his associations with travellers from all sections gave him a familiarity with the news, gossip and political opinions and tendencies of the day possible to no other man, rendering him a shrewd adviser to the man of affairs or politician, a capable counsellor to his fellow townsmen and dependents, and a perambulating repository of various facts concerning the fashions and doings of the day interesting to both sexes and to all ages.

These huge wagons, and their generally accompanying carts in summer, and the sleds in winter, formed the only means of travel possible to the poorer classes if too feeble to endure the hardships of pedestrianism, and accordingly most of them carried passengers stowed away at odd points among the freight, condemned upon order to walk up the hills, to help in extracting horse or wagon from engulfing mud-hole, and to generally render a willing hand when called upon for assistance.

These wagons weighed about 2,400 pounds, were hooded with canvas, and carried breaks and skids for hill work and to relieve the single shaft-horse, who could by no means hold back what eight could draw. They were good for from twenty to twenty-five miles daily in good weather, always at a walk.

"The coach waits, gentlemen," and whisking the crumbs of the scanty meal which they have by candle-light tried hastily to engulf, and will later endeavour with varying success to assimilate, the half-awake travellers gather together their various boxes, bundles and carpet-bags, and troop forth into the porch, where the vehicle with its four horses

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waits. It is three-thirty o'clock of a fine June morning, and the coming daylight is just rendering darkness visible. Still rocking gently on its huge leather thorough-braces, the staunch old vehicle stands, racked with many a mile of rough road and heavy loads, but sound and trustworthy yet for many a year to come. Huge as to wheels, which chuckle and rattle musically on their washerless spindles, heavy of tire, and piecemeal of felly; sturdy of axle; homely of outline yet somehow homelike as well; crowded of interior with its from three to four on back seat, the same number on front seat (facing backward), and again a like number on the middle bench, which folds up on each side as the doors open, and is filled last, its leather back hooked across; amply spaced under the seats for luggage of all kinds; a huge boot, resting not on the springs, but on the hind axle; seats on the roof, carrying four each and three on the rear or dicky-seat, the total capacity being (inside) nine (twelve at a pinch); box-seats, two besides driver; roof-seats, four; dicky-seat, three; or a total of sixteen "running light" and goodness knows how many when "full"; truly a goodly load for the four or six horses in use, and making the long twelve-mile stages a thorough test of gameness and stamina.

The distance between the fore and hind wheels afforded by the long perch and leather thorough-braces made these coaches ride easily over the holes, ruts, breakwaters, etc., which thickly besprinkled the roads, a strip of looser soil of gravel on the off side of all hills making descent safer, and giving the skid a surer hold of the ground.

The four hardy, active, long-tailed horses in front of our conveyances were the long, low, sturdy, thick-set animals of the day, concealing one and all a "bit of blood" somewhere in their circulating organs; active, sure-footed and in

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the bloom of condition—for this is a fast coach and has a reputation made and to maintain. All of a size and shape, any horse would fairly well mate and change places with any other, and run his trip one way of the road every day up or down. The pace was always a smart trot, with a gallop down the last part of the hills if another was impending, in order to allow the impetus to help surmount the elevation. Ragged in coat, perhaps, and unkempt of mane and tail, these animals would hardly fill the eye of the latter-day coach-horse proprietor, but so far as fitness for work went they were unsurpassed—lasted their six to eight years, and were as reliable in the deep snows of winter and the heavy mud of spring as in the halcyon days of summer and autumn. Their harness of dull, black leather was strong and serviceable, but absolutely plain, and built like the light team harnesses of to-day, with breeching, high hame-points over which the check-rein loosely hooked, no cruppers, lead-reins running through the hames-rings (and throat-latches of wheelers); horses coupled far apart and loosely poled up, that the widely thrashing pole might do no injury; everything of the strongest and plainest, hand-sewed and carefully made.

The driver, his regulation whip (which is set down at five feet one and one-half inches from butt to the loop at the tip through which went the corresponding loop of the twelve-foot-five-inch lash, inclusive of snapper) in hand, stands beside the horses, adjusting the hames-strap of a wheeler. Burnt black by the sun, shaggy of hair and ample of whiskers, his shrewd face, keen, gray eye and muscular, wiry frame proclaim the man who has dared and conquered the vicissitudes of seasons, while his knowing air and deft touch proclaim the horseman bred if not born. His dress is hardly what our English writers would approve, but is at least as

EARLY STAGE-COACHING

characteristic. His huge, high, rusty, beaver hat—the receptacle not only for letters, but for small parcels, handkerchief, spare snappers, etc., a trifle askew upon his head, comes well down to his ears; an old-fashioned choker and limp, linen collar “ties on” his head, which is as fully stored with various messages to deliver, errands to perform and business to transact “down the road” as is his hat with packages; a high-collared, short-waisted, wide-skirted, brown coat covers his broad shoulders, and the low-cut, flowered waistcoat allows ample space to the overflowing choker and home-made (and spun) linen shirt. Ample peg trousers meet his broad and heavy high-leg boots; while leather mittens or rough gloves (if any) cover his hands, although generally he elects to handle the ribbons bare-handed. This garb gives place in winter to a huge bearskin or buffalo coat, high-collared, and assisted by a knit “tippet” or comforter, heavy mittens, cowhide boots covered by fur-lined overshoes into which the thick trousers are snugly tucked, and, outside everything, thick, knitted overalls, which take the place of a robe. The enormous fur coat, reaching to the heels, is tied snugly at the waist with a bright scarf or bit of rope; and the space about this is, in lieu of pockets, filled with letters, etc., which the high-peaked, coonskin cap with its ear-pieces allowed no room to contain.

His *confrère*, the guard, is equally rough-and-ready in his apparel, although leaning rather more to the niceties of equipment than his partner-in-work. A huge, drab great-coat, reaching to the feet and faced on both sides and around collar with scarlet, protects him from the blasts of winter, while the same cheery trimming is noticeable upon his lighter summer clothing. Double rows of large, black, horn buttons confine the gigantic coat, assisted by a belt in which are stuck

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two large pistols. His head-piece is a leather cap with scarlet band, and both it and the deep pockets of the coat are bulging with letters and small parcels for "down-the-road" distribution. A genuine, hardy, rough-and-ready couple are "Coachee" and his partner, and woe betide the recalcitrant passenger who is "shy" on his fare, or the venturesome foot-pad who would try to "hold up" Uncle Sam's mails and their weather-beaten custodians.

Horses of all kinds were kept and used, and runaways, kickers, etc., found their acceptable and useful place in the coach. The keep was good, the trip reasonably short—only one way of the road each day—and horses lasted well and long.

The sturdy independence of these old-time jehus revolted at the custom of tipping, although a chew or a smoke was always welcome—as was a "dram" at every change, for they were by no means total abstainers, although far from being drunkards. That they were always squeamish over the wayfarers they picked up and set down along the road may well be doubted, and it is possible that the huge hats afforded sanctuary to many a casual fare which never, so far as the coach-proprietor knew, had been collected—and that this, on popular and populous lines, afforded a most profitable rake-off to the coachman there can be no doubt. It is related of one proprietor that, suffering greatly from this cause, and finding remonstrance unavailing, he took harbour in an unused coach and witnessed, from that viewpoint, one of his drivers, just arrived, arranging the proceeds of his trips in two piles—"one for the old man and one for me," as his muttered soliloquy ran. The coins were divided equally until a point was reached where one large bill remained, and this was first allotted to "the old man" and

EARLY STAGE-COACHING

then "to me"—after much thought and shifting of location finding a resting-place on the pile allotted to "me," and going thence to the personal pocket of the arithmetician. At this point the "old man" could contain himself no longer, but burst from his hiding-place upon his startled employee with these words: "Consarn ye, Bill Hotchkiss, git yer time! S'long's ye divided fair 'taint so bad; but by hookey! 'f ye don't do that now, ye'll want the whole blamed stage line pretty soon. Git yer time, and quit!" And Bill's career as a stage-coachman, so far as that coach-proprietor was concerned, ended right there.

The American coachman generally drove two-handed, and, indeed, with his loose-coupled and loosely poled-up horses no other means would have been, as a regular style, possible. At intervals he shifted all the reins into either hand, but only in straight going. His horses also took, when fresh, rather a stiff hold of their plain snaffle-bits. The nigh-wheel rein came under the little finger of the left hand, and the nigh-lead rein between that and the next finger, both reins going thence up through the full hand and over the thumb, which shut down to hold them. The off reins came to the right hand, the wheel rein over third finger, the lead rein over first finger, thence passing *down* through the hand. As will be seen, all the reins could be readily shifted into either hand, and the "slack" of both sides crossed in the palm of the hand, so that all were secure. No graceful curves were possible, but the driver pulled the appropriate reins without regard to "pointing" the leaders or "opposing" the wheelers. His lash also was never caught in a double thong (nor probably was the old English coachman's), but came to the hand and hung in a large loop ready for instant use, most of the driving and urging being done by word of

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mouth—and not infrequently by throwing stones from a supply carried in the pocket.

We all of us remember the curious old leather trunks or boxes, the initials worked with brass-headed nails, which, with the mahogany and cedar chests similarly adorned, used to be found in the garrets in childhood's days; as also the carpet-bags and clumsy leather sacks which, with band-boxes, formed the principal impedimenta of the travellers of those times. Of small storage capacity individually, piled and corded on the roof and stowed in the boot of the old coaches, they made cumbersome loads, heavy and unwieldy.

CHAPTER III

AMERICAN VEHICLES AND EVOLUTION

As in the case of so many others of the manufactures allowing scope to individual enterprise and intelligence, America has, in the space of a brief half-century, sprung to the front as a builder of every variety of carriage, and her vehicular output is to-day standard in Australia and South Africa, and rapidly becoming so in other countries. Everywhere our native types, or our modifications and adaptations of foreign types, find instant favour, through their uniform possession of the essentials of strength, comfort and durability, combined, as by no other makers, with extreme lightness and grace of outline. Even in conservative England the American road-wagon, runabout, rockaway, etc., make warmer friends daily, and the old English highways are yet destined to resound to the patter of the fast trotter's feet and to the "whir" of the speed-wagon's wheels—not as incidents, but as a regular feature of traffic.

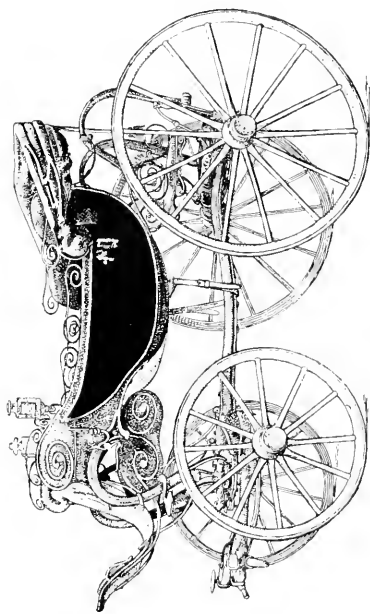
Not only is the excellence of our carriages making friends, but in one detail we to-day literally supply the world. The American woods and shops furnish materials and mechanics which combine to produce a wheel incomparably better than those of any other land, and to-day the vehicles of every country are rolling upon wheels of American make: made here on foreign designs and shipped across the sea in bulk.

In the beginning, our home vehicles had for their models the carriages of England and France, but the imperfect development of our roads for a long time prevented the use

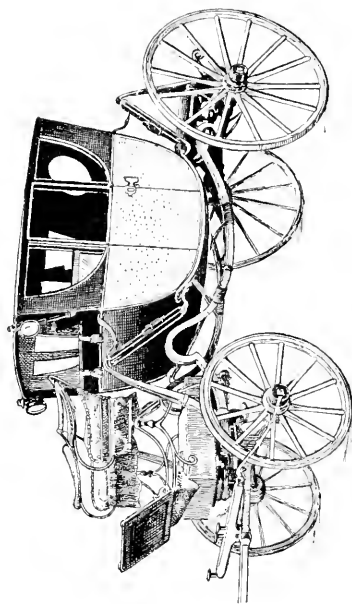
DRIVING

of any but the lightest, strongest and most simply repaired carriage. Of these, the French chaise found greatest favour, as being two-wheeled, and our mechanics quickly improved upon it by shifting the seat farther back toward the axle (finally suspending and balancing it over this support), and by imposing a leather- or canvas-covered top, that the heat of the sun and the inclemency of the seasons might be avoided. Gradually this ponderous vehicle was lightened until, as the demand for more rapid locomotion, despite all drawbacks, increased, the "Whisky" was evolved—carrying generally only one passenger—hung on leather thorough-braces, suspended from two cross-bars (one before and one behind the body), and allowing, with its elastic hickory shafts, a reasonable escape from that excessive knee-motion which made the old two-wheelers so extremely uncomfortable. This vehicle, used by commercial men and those whose business obliged haste, was modified for more sedate journeyings into the comfortable and roomy chaise; made and suspended in the same way, its large hood adjustable at full spread or half back or flat down, a leather curtain rolled up against the front of the top being loosed and fastening with straps to the dasher in time of storm. The other curtains, both side and back, could be rolled up in fine weather, and the complete vehicle of the '50s and '60s, drawn by its sturdy, active, fast-trotting Morgan-Messenger—flea-bitten or black chestnut, docked-and-pricked-tailed, up-headed and handsome—afforded a conveyance which for comfortable journeying in all weathers has never yet been surpassed.

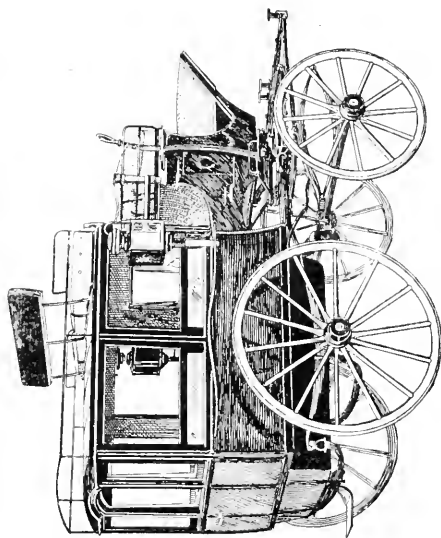
No sooner had roads become generally preserved in fair condition than our ingenious natives perceived the desirability and necessity of evolving a four-wheeled vehicle which should combine the comfort of the chaise with the ease to the



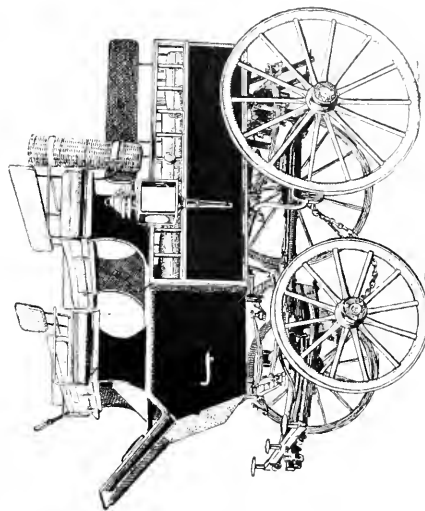
GENERAL LAFAYETTE'S CARRIAGE



GENERAL GEORGE WASHINGTON'S PRIVATE COACH



FULL SIZE OPERA BUS



BREAK WITH PERCII

AMERICAN VEHICLES

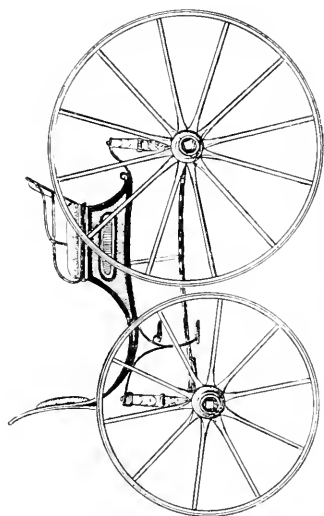
horse, uphill and down, of the four-wheeled carriage; and presently the first "buggy" (though why so called deponent knoweth not) appeared. This was made with a perch, the whole resembling in general detail the chariot as to the under-carriage, with a chaise body superimposed; and it was manufactured both open and carrying a top. With the advance in metal-working the possibilities of this material in replacing the leather thorough-braces were brought to the attention of builders, and very shortly, even as nails and bolts replaced in the make-up of the bodies the dowels and wooden pins with which the ancient chaises and chariots were held together, steel springs of most primitive combination found their place and quickly played their important part in lightening the weight of all carriages. In form approximating that which we recognise as such to-day, the buggy first made its appearance about 1835, and by 1850 it was coming into quite general usage, the square-bodied vehicle being succeeded in popular favour by the more flowing lines of the "Jenny Lind." Experiments later proved that the side-spring of elliptic form was not only cheaper to manufacture, but fully as easy to sit over as the full-end spring, and about 1865 this construction began to be noticed; to be followed at an interval of ten years by the regulation side-bar construction which we know to-day, and which has again been modified by the run-about spring arrangement and model, and various other patterns, all satisfactory, strong and easy-riding.

As the under-carriage of the chariot and the body of the chaise were successfully combined in the construction of the buggy; and as the constant betterment of mechanical construction and of roads rendered possible the propulsion by one or two horses of greater loads, manufacturers realised the possibilities of supplying a

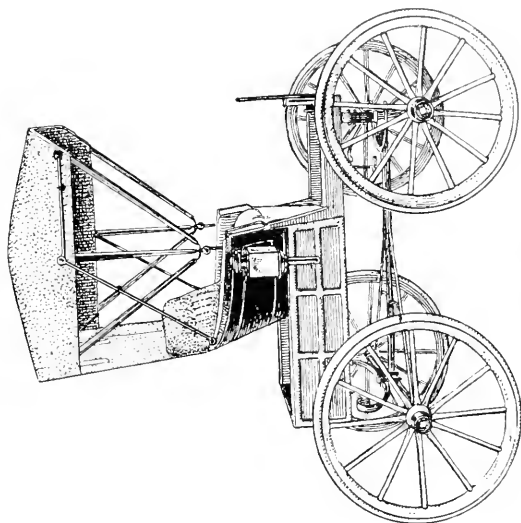
DRIVING

two-seated vehicle along the same lines, and, as the demand for such a one became active, the carryall and rock-away were the results; leather-curtained, having a door on each side (although at first access to the hind seat was obtained by mounting the shafts and clambering over the front seat), the doors being at first solid, and later supplied with sliding windows; these, of small oval shape, being also finally included in the back and side curtains as well, and not interfering with the rolling up of these protections, as was generally done in fine weather. These comfortable vehicles are, like the dear old chaises, sacred in the memory of boyhood's days, and always reminiscent of happy journeys and jolly outings.

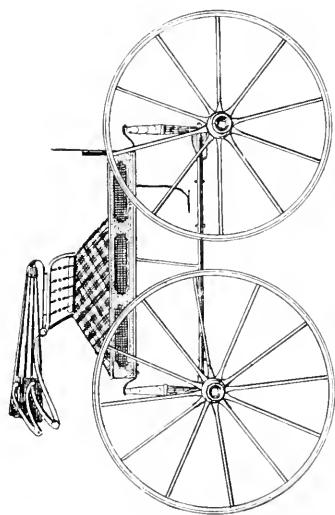
Wheels were originally confined by linchpins, and these, while easily allowing replacement, were constantly causing accidents through jolting out of the socket or through being removed by the mischievous boys and village jokers, who were as full of pranks in those times as they are to-day. To this succeeded the single nut working upon a thread at the end of the axle; and finally some ingenious Yankee, exasperated at the wear involved by grit and ensuing excessive "play" upon the loosely fitting boxes and axle-arms, evolved the idea of "taking up" the superfluous "play" by whittling a leather stop-gap out of an old boot-leg, and the "washer" which we have to-day still stands, unchanged in form, as a tribute to his common sense. To the single nut succeeded the three small nuts and bed-plate system of the "mail" axle, but without its ability to store for any length of time lubricating material. One of the vivid recollections of boyhood's days for the writer is the remembrance of that daily job of greasing carryall, buggy, beach-wagon and pony phaeton, all thus equipped; and this tedious, dirty, skin-



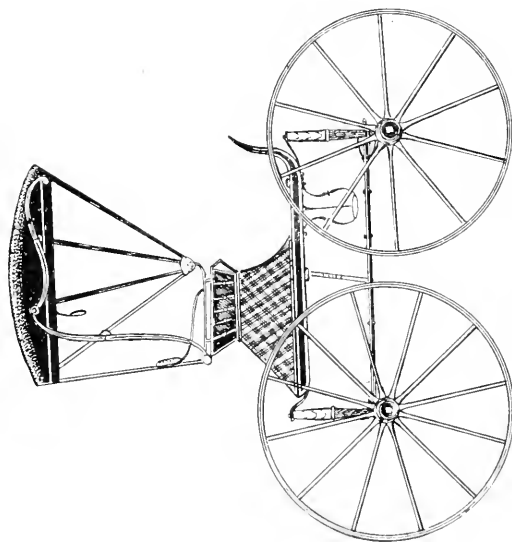
AMERICAN BUGGY, 1820



BORDEN TRAP



SQUARE BUGGY, 1840



"JENNY LIND," 1840

AMERICAN VEHICLES

abrading and finger-bruising duty caused his first lapses into that picturesque profanity which is at times so satisfying. From these humble and crude beginnings the energy and finesse of manufacturers and skill of workmen, aided by wonderful inventions in labour-saving machinery by which vehicles are now turned out at wholesale and in enormous quantities, have progressed until the point of perfection required everywhere to-day has been reached; nor have we been wilfully blind to the merits of vehicles constructed in other countries, but have always incorporated, modified or elevated their desirable characteristics in our home constructions; preserving with utmost skill, meanwhile, all their delicacy and smoothness of outline and harmony of proportion. It is to be regretted that Americans, as a rule, do not more generally patronise the distinctively national type, but prefer rather to adopt those sanctioned by the fashionable indorsement of foreign countries. This may, however, be but another and a natural step in that elaboration of living and ultimate unity of ideas which is destined to render the entire civilised world identical in habits and tastes.

Some idea of the enormous increase in the foreign demand for our carriages, etc., may be gained from the following figures: In 1851, our exports amounted to \$1,421; in 1890, \$2,056,980. In 1901, Great Britain purchased \$541,455 worth; and nearly 2,000 carriages were shipped to Germany, to be painted and sold there. Canada, Mexico, Africa, South America, Australia (\$346,442 in 1901) all purchased of us enormously, and large as is the trade, it is (thanks to native skill, to the superiority of our raw material and to the perfection of our machinery) but just beginning to expand. The last census gives America 4,571 vehicle-constructing

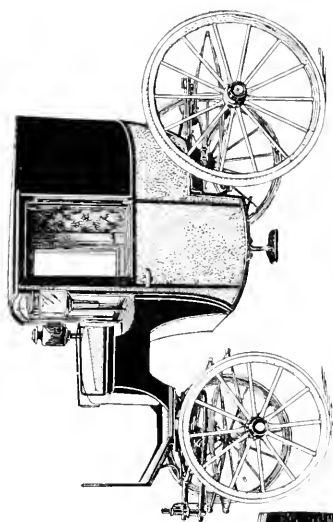
DRIVING

concerns, employing 126,000 men and paying wages yearly to the amount of \$70,000,000.

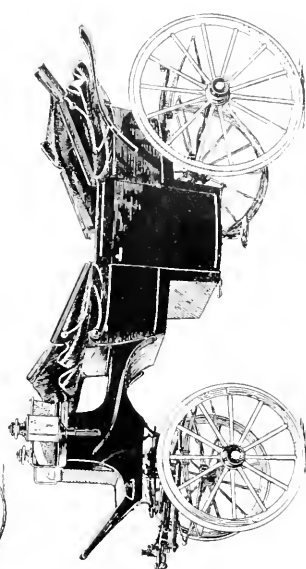
The accompanying plates are illustrative of some of the phases of change and development. Our builders have evolved many varieties of "freak carriages," collapsible, invertible, convertible, telescopic, expansive; veritable kaleidoscopes in their extraordinary changes; but their success has been deservedly ephemeral. Carriages are too cheap, good taste too universal and prosperity too general to-day to render necessary such contraptions, and they are as uncalled for on the ground of economy or convenience as they are outrageous upon the score of good taste.

To describe at length the improvements and changes, both exterior and interior, which have resulted in the evolution of the wonderfully perfect, compact, light, strong and comfortable American vehicles would weary the reader and afford material in itself for a large book. While original in many of our styles, we have been quick to seize upon and adopt the best features of all foreign construction and to vastly improve upon them. No innovation, however, has half as much to do with comfort and durability as has the invention of the rubber tire, both pneumatic and hard.

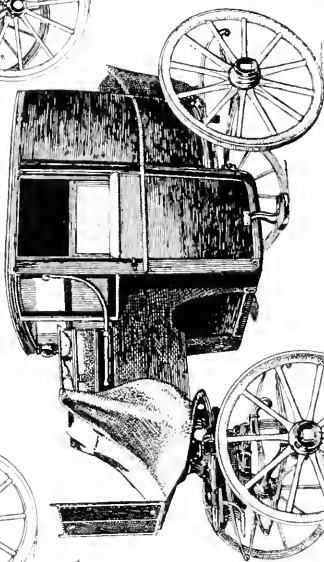
Briefly enumerating the principal types in popular use, we must, as most pretentious, begin with the private coach, or drag—a superb vehicle as turned out to-day. In its quiet colours, graceful lines and extreme strength it has no counterpart in the list of pleasure carriages, and its lines are so standard that for years the only change in its character has been that of increasing lightness—one of only 1,800 pounds being in use to-day. That this is an advantage is unlikely, and the odd 400 to 600 pounds thus saved are not necessary to its competence for the purpose. The road-coach,



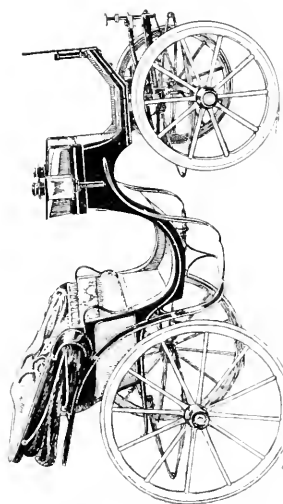
BROUGHAM



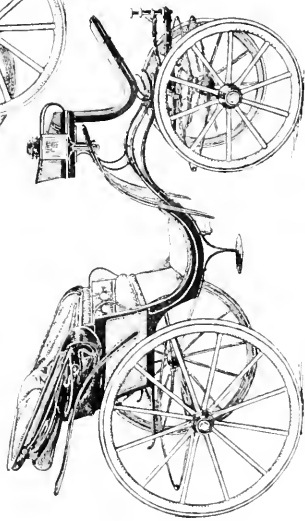
LANDAU



THE FIRST
BROUGHAM



PANEL BOOT VICTORIA



MINIATURE VICTORIA

AMERICAN VEHICLES

equally standard in make and shape, and equally perfect in all essentials, is increasing in favour as the enthusiasm for this delightful sport augments, and becoming more usual every day.

In the brake we have a vehicle which, whether of roof-seat or body shape, is a most useful adjunct to the establishment where four horses are kept; and an arrangement for driving three horses abreast makes it, for the country-house, a most spacious and useful carriage for station or other rough work. The perch is sometimes retained, but there seems no good reason for its presence unless the effect be personally pleasing to the owner. The *char-a-banc* once found favour for similar work, but is now rarely encountered.

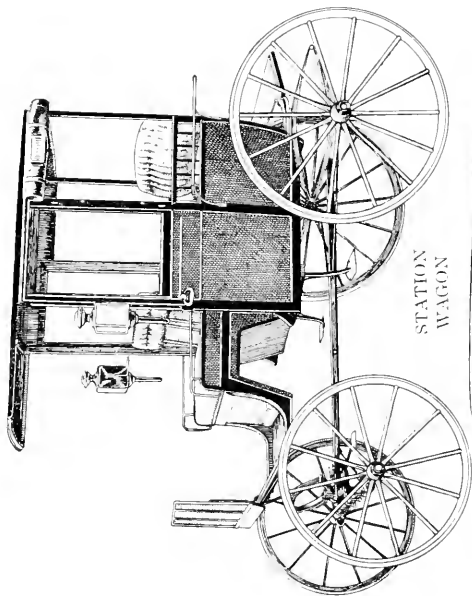
Among family equipages we include many beautiful shapes. The imposing calash is occasionally seen at our watering-places and in our parks, and turned out with proportionately large horses and servants it is a very stately carriage. Its *confrères*, the daumont, the demi-daumont, the britzka, the clarence, etc., have been passed by, as has the barouche, which faded from view at about the time the C-spring and the elliptic spring began to lose caste: an odd victoria or two thus arranged, and a few odd broughams remaining as relics to the younger generation of arrangements which were rendered compulsory to our grandmothers by the illy paved streets and badly kept roads of years gone by. The landau combines the virtues of all these vehicles, a grace peculiarly its own, and is unique in that as a closed or open carriage it is equally satisfactory, while its accommodation is of the amplest. This type seems standard, likely to perpetually endure in fashionable favour and finds its value as none of the others did when it passes downward to the job-master and the hack stand.

DRIVING

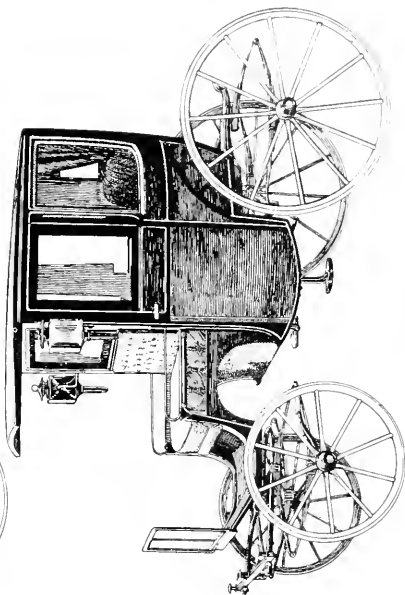
The private omnibus, for both town and country use, is nowadays becoming indispensable, and at a pinch makes a useful contrivance for driving four. Some are made with a removable roof and an extra seat which sets on behind the driver's box, making a useful body-brake; others have permanent seats upon the roof. The wagonette, covered or open, is the 'bus' cousin germane and almost equally useful, while being much lighter.

The brougham is the equipage par excellence of fashion and convenience, luxurious in every detail, and superseding entirely now the coupé, which found favour for a time. It is as much a man's equipage as a woman's, as the "bachelor brougham" proves, and may for family use in the swell-front type, afford nearly the accommodation of the landau. The type of the brougham has recently undergone various extreme and rather startling modifications, but the latter-day tendency is all toward the resumption of the styles found so satisfactory in earlier days.

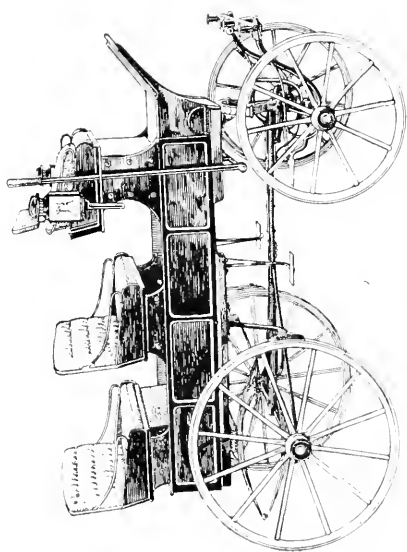
The victoria, or so-called cabriolet, is the popular carriage for feminine usage in town, park or country, and the panel-boot style accommodates fairly well a third or even fourth passenger, if not built upon a too generous personal scale. The gracefully flaring lines of the "seashell" pattern have been tampered with by ambitious builders and some hideous distortions evolved—which, however, endured but for a day. The miniature victoria is just now enjoying a vogue which is hardly likely to endure, since it is only suited to the slight and slender, and must be similarly horsed and "servanted" to appear in keeping with thorough good taste; nor, as carrying no footman or groom, does it seem a lady's equipage at all, however neat and smart it may temporarily be deemed. For country use the vis-à-vis has many advantages, with its



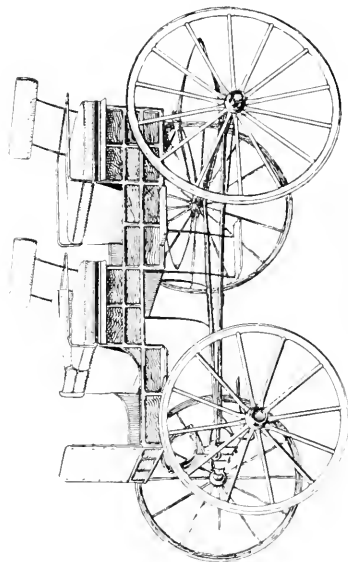
STATION
WAGON



ROCKAWAY



USEFUL COUNTRY COMBINATION



OUTING WAGON

AMERICAN VEHICLES

two seats for passengers, unobstructed view, comfort and good appearance, and finds itself received with increasing and deserved favour.

The hansom is deservedly popular with both sexes for town work, and were it made lighter (as could easily be done) and the top arranged to drop or telescope it would be equally useful in the country. As an all-round, practical vehicle it has much to commend it, and with the improvements named would be welcomed everywhere throughout the world.

The rockaway (four or six seat), the station-wagon, the carryall, the surrey or beach-wagon and others of their ilk are all thoroughly characteristic American vehicles, and from their light weight, strength and practical convenience are finding ready sales in all foreign countries. In their wake follows an almost endless variety of "things" of every conceivable shape, opening here, closing there and telescoping yonder *ad infinitum et ad nauseum*. These nightmares are mostly "born to blush unseen," however, and endure but for a spring season in the appreciation of the inexperienced and the careless.

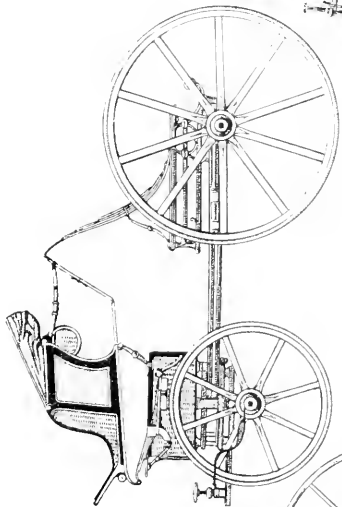
No better vehicle for the purpose of carrying comfortably two people has ever been evolved than the American buggy—whether of end-spring, piano-box, goddard or side-spring construction; nor is there any better for the toughest work than the concord and the democrat wagon, of varying weights. The side-bar buggy was well received, but "rode hard," as the springs had little play. The modern runabout fails in the same particular, and the name (which was patented with the shape of spring) is being wrongly applied to various wagons with other arrangements of the under-carriage and the springs. Low wheels and rubber tires, save that they perhaps throw more mud in rainy weather than the high, are

DRIVING

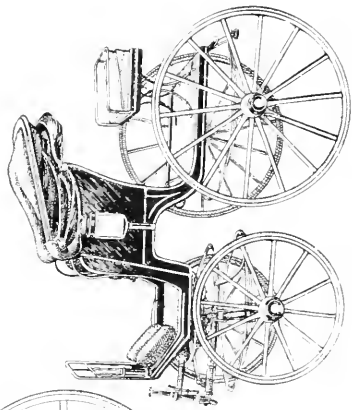
deservedly popular and likely to endure in favour. As American vehicles, the use of English harness, lashed whip and other foreign accessories have, before such wagons, seemed singularly ill-chosen and inappropriate. The one-man-top-road-wagon, a marvel of strength and ease (if equipped with end springs), has no counterpart on earth, and is only exceeded in its extraordinary efficiency by the so-called "matinée" or speed wagon, which will carry in absolute safety from 250 to 300 pounds, yet is made to weigh as little as forty-three pounds complete.

In phaetons, the cumbrous and lumbering mail-phaeton is as extinct as the dodo, as is the T-cart, formerly the pride of the *jeunesse dorée*; and the demi-mail, the stanhope and the spider-phaeton, light, graceful and smart, have amply filled their places. It is odd that we do not welcome in this country the practical fashion of driving one horse instead of a pair before these vehicles. We adopt it in the brougham and the victoria, but ignore it in the case of these popular carriages, although the ladies, before their beautiful Peters or George IV. phaetons, or the most attractive straw-body morning phaetons, are proving to us how sensible the custom is and how short-sighted we are in concluding that we must always go to the trouble and expense of keeping a pair if we contemplate "setting-up" a phaeton of any sort.

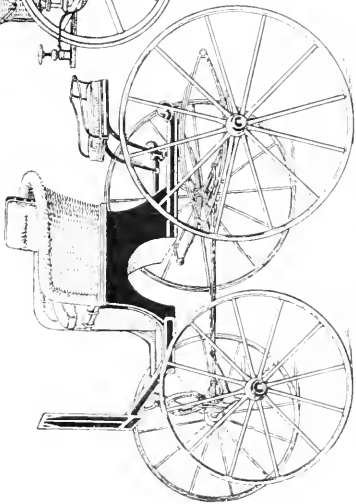
Whether the two- and four-wheeled dog-carts were handicapped by the name or not does not appear, but certainly they have "had their day." The slat-sided phaeton and the four-wheeled dog-cart still endure, but the obliteration of the craze for driving tandem, despite the various clubs formed to promote it, have witnessed the passing of the tandem cart of every shape and name, and to-day such an outfit is rarely encountered save in the show-ring, where they serve a useless



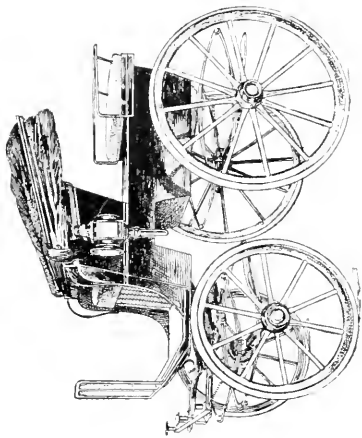
HIGH PERCH PHAETON



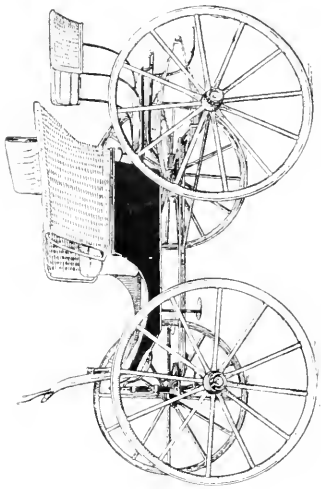
ROYAL SPIDER



CUT-UNDER BASKET PHAETON WITH
FOLDING RUMBLE



STANHOPE PHAETON



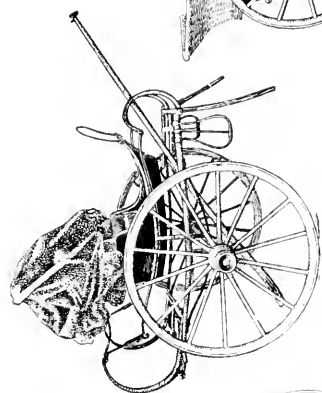
MORNING TRAP

AMERICAN VEHICLES

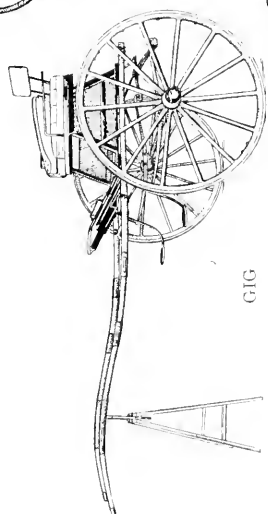
purpose in providing one or two more methods of exhibiting the various entries. The gig and tilbury are, except in the same place, nearly as obsolete, and there is no appreciable reason for their perpetuation, so much more useful and comfortable in every way are our four-wheeled carriages. The French chaise has its uses as a lady's equipage, being neat, easily entered and manageable by the inexpert. The "Kentucky-brake" cart is useful for driving green or rough horses, or for exercising purposes, but most uncomfortable for the occupants. The governess cart, sacred to the babies and the nurses, has now a most useful prototype on large lines, which is astonishingly useful and extremely smart in appearance.

All vehicles are by our English cousins arranged in two classes—the "sporting" and the "non-sporting" divisions; and perhaps this is as handy a method of differentiation as any—unless we further subdivide them into the classes: "park or town," "country" and "utility."

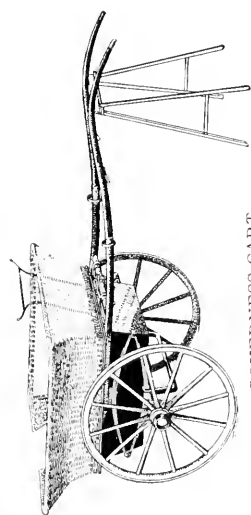
In no country is the public blessed with every conceivable variety of carriage, in every grade of excellence in workmanship and at every variety of price as it is in America. Rich or poor, we can all be suited in some fashion and at some price; and so thoroughly is this recognised that, both new and as second-hand, our vehicle output is finding boundless favour in every country on the globe.



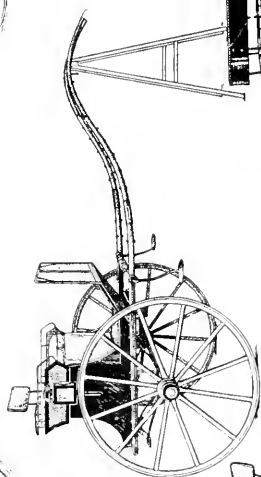
CHAISE



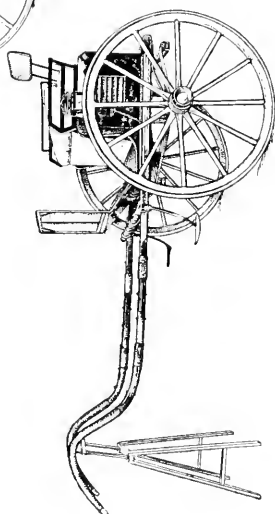
GIG



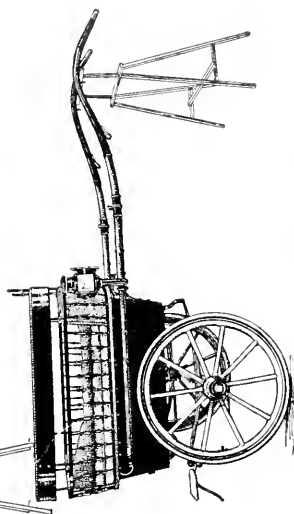
GOVERNESS CART



STANHOPE GIG



PARK GATE GIG



TUB CART FOR HORSE

CHAPTER IV

STAGE-DRIVING IN THE WEST

THE charm, the difficulties and the dangers of Western stage-coaching, and the wonderful feats of the drivers employed therein have provided to the novelist and the short-story writer a fertile field for descriptive generalisation; but never have we as yet found an enthusiast who has portrayed the scientific difficulties of the task and the remarkable accomplishments of the hard-driving jehus of that romantic country. Nothing paralleling their feats is possible in the East, and the best of our drivers, professional or amateur, would find themselves put to it to emulate the feats of their Western brethren. Over all varieties of roads, up mountains and down gulches, by glaring daylight and through the murky blackness of the darkest night, the stages of the Occident kept their time, year in and year out; while not only were the cattle in use of the most miscellaneous unbroken sort, but they were generally the very scum of the equine world, so far as temper went; one and all having to be handled only by the plain snaffle-bit. The mere physical strain of handling four or six horses over one stage, aside from the anxiety of keeping time and retaining the vehicle on the road and right side up, was terrific, and when one thinks how these drivers faced this task day after day for years, dodging Indians and road-agents meanwhile, one can but marvel at their stamina and hardihood.

To-day the omnipresent railroad has usurped most of the routes of these old stages, but, as the accompanying pictures

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display and the article from Mr. Francis T. Underhill, the well-known amateur coachman and author will show, there is still much activity in certain sections of California and elsewhere. Mr. Underhill's experience has been most unique in that besides having driven public coaches, etc., for years in the East, he has had opportunity for practice and observation over the most difficult roads in the West.

Probably coaching, as practised in England before the railway days, has no more enthusiastic supporter, no one who delights in seeing everything connected with the sport carried on in a workmanlike manner throughout, than I; and yet I find a deal of pleasure in touching upon a branch of driving which, though in a way analogous to coaching, is on such widely different lines that its mere mention generally brings a sarcastic smile to the lips of a stereotyped old coachman.

In order, therefore, not to incur the enmity of those whom I would like to consider my *confrères* of the box, I will refer to my Western jehus as "drivers." Let me tell you it is no small thing to be called a stage-driver in the unsettled part of our mighty West. I don't mean the man who drives a ramshackle vehicle three or four miles from some railway station, but the men who drove such runs as Deadwood, Leadville, and many another long, dangerous road. They were often heroes in their way and always important personages in their communities; for they were in touch with the outside world, heard many topics discussed, and incidentally assumed a certain pompousness and superiority of manner which lent a picturesque charm to their characters. I have often thought that the old English road- or stage-coachmen and the Western stage-drivers bear a very much closer relation and resemblance to each other in characteristics than most



A WESTERN STAGE ROAD

STAGE-DRIVING IN THE WEST

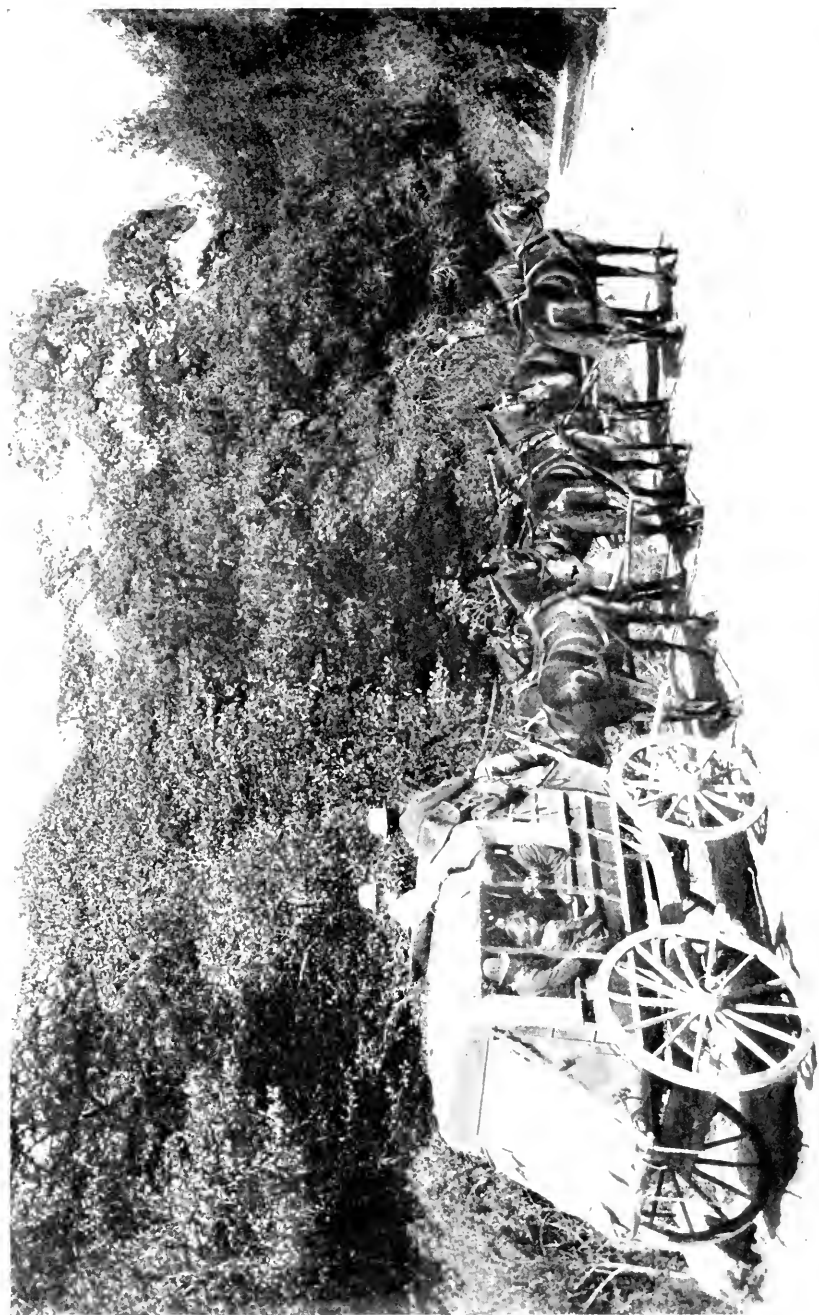
people realise. Those who delight in the coaching reminiscences of such men as Birch Reynardson or Captain Malet would be surprised to find many of the stories told by uncouth reinsmen of the West savoured of much the same sauce—the Western stories being often more thrilling and realistic. The stage-driver in the first place prides himself on an unruffled exterior under all conditions. He assumes that he carries no passenger quite worthy of his society and his manner in consequence is condescending, and, if the word can be properly applied to the type, somewhat supercilious, while his language at times is, to say the least, unparliamentary.

The type, however, is so distinct, so individual that even the casual observer is anxious to know its origin, its *raison d'être* so to speak. The answer is simple. Aside from horsemanship, the stage-driver of the prominent routes from twenty to forty years ago was necessarily a trusted employee; he was often in sole charge of large shipments of gold from the mining-camps as well as of valuable express consignments. This responsibility absolutely demanded a man of unflinching nerve and of ready resource, for the dangers of the road were extreme in those days of Indian outbreaks and highway robberies. He, of course, had to be a master of his trade; but, curiously enough, little of the self-importance assumed by practically all the most noted reinsmen of the Far West came from conceit as to their ability to drive. It came rather from the fact that they knew they were trusted by their employers and looked up to by their fellow citizens. They knew they earned both the faith and the respect, and they naturally took pride in treating the matter with a sort of nonchalance which by degrees became habitual.

It has been my good fortune to know a number of these men, and I can honestly say, to respect some of them. While

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they might not have graced a drawing-room, they unconsciously exhibited qualities of true manliness and sometimes of chivalrousness which would have put many a carpet-knight to shame. Owen Wister in "The Virginian" draws quite a clever pen-picture of an average stage-driver of the then time, but there were a few who shone out as stars of the first magnitude. In California the names of Hank Monk, Guy Faust, "Shotgun" Taylor, Bee Willis and a score of others are familiar to every one as truly dashing examples of the craft, and, by George! they could drive! It is amusing to hear our coachmen, in speaking of Western driving, say, "Oh, yes; it is very easy to drive those six-horse stages over mountain passes, for their horses are all well trained." I would much like to have one of these scoffers sit beside such a man as I have mentioned, behind an almost unbroken team (for, by the way, most of the "bad ones" are relegated to the stage-routes), driving over a road which in itself would open the eyes of many an old-time coachman, and I feel no hesitancy in saying that he would be willing to apologise like a man for belittling a performance of which he had had no conception. To turn for a few moments to the style of driving: It is true that "their ways are not as our ways" (I take great pleasure in voicing this quotation from either side of the fence, but in the present instance apply it from the standpoint of the English school); but there are one or two false impressions which seem to have obtained—one is that the stage-driver always holds his reins in both hands and cannot shorten his hold or take a "point" without raising his hands up to his head, on the principle of the "cow-milker," so aptly described by the Duke of Beaufort in "Badminton Driving." As a matter of fact, the method of holding the reins—*i. e.*, with four, the near-side reins coming under and



A WESTERN STAGE.

STAGE-DRIVING IN THE WEST

over the little finger of the left hand and palmed upward, the off-side reins to be readily taken at any moment under and over the forefinger and palmed downward, the lead-reins being above the wheel. I do not for a moment claim this to be graceful, but I am positive that I could convince almost any skeptic that it is thoroughly practical in its place. The "points" and oppositions are much stronger and more accurate than in the English school and every rein in the hands of an expert is at all times doing its work. It may seem an exaggeration, but I have seen many a dangerous reverse curve on the edge of a precipice, which required at least a three-foot "point" each way and proportionate opposition. There are very, very few who drive in the English school to-day who are good enough to come down such a road at a good pace.

Of course, the vehicle, the harnessing, the roads, are all so different from what one finds in older sections of the country that any comparison is out of place. I can only say that in my judgment the vehicles and the method of harnessing are thoroughly practical and suited to the country.

Many and many are the tales told by and of some of these doughty knights of the whip. Hank Monk, who was credited with Horace Greeley's famous drive, was a reckless whip and very independent. On one occasion the proprietor, who was driving alone with him, ventured to say that he had had many complaints of his (Monk's) reckless driving, and cited one or two instances (they were at the time about a mile from the change). After a moment's hesitation, Hank, with his usual drawl, remarked, "Ye call them reckless, du ye—wal, here's what I call reckless drivin'," and with that he threw his six reins on his horses' backs and cut the team loose, as they say. Fortunately, the nags knew his voice and their

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stable and, aided by a good brake, he was able to avoid an accident.

Jim Myers, one of the old-timers, made a drive that was quite celebrated at the time. It was in the early '70s and on one of the roads from the gold-mines. His run was sixty miles with six changes of six horses, and over a bad mountain grade. The stage reached his station three hours late, driven by a hostler—the driver having been shot while escaping a hold-up. Jim wired the conditions to the railway station sixty miles away. The proprietor wired, "Make the train with the treasure or kill the stock." He had less than five hours to do it in, but he made his train. I asked him about it one day, and he said "Say! there was one thing in that ere drive that wasn't much fun. Long 'bout the middle stage we had a five-mile run. Me and Bill drove the same team, 'Swing back,' and allus used to make up time on 'em 'cause they was a danged good team. Well, when I come along that day I turned them nags loose and couldn't stop 'em when I come to the change, so I just slung the silk into 'em and did the next twelve miles in dandy shape, though they was running plumb away for more'n three miles."

There is another style of driving in California and the Far West which has always interested me greatly, namely, driving with a jerk-line. This method is used for almost all heavy teaming where more than six horses compose the team. The driver rides the near wheeler and guides the whole team, except the wheelers, with one rein which is fastened to the bit of the near leader. This leader is taught to turn off side when the rein is jerked and near side under a steady pull. The horse "under the rein," as they term it, must be a sensible animal and his mate a good, free horse. The guiding of the wagon or wagons, is accomplished by the wheelers on ordinary



A WESTERN JERK-LINE TEAM, WAGON, AND TRAILER
(Single jerk rein to near leader only)

STAGE-DRIVING IN THE WEST

roads, and on bad roads they are aided by the pointers—*i. e.*, the pair in front of the pole are taught to step over the draft-chain and keep the pole out on sharp, binding turns. My head teamster, Richard Holland, two years ago took a twelve-ton boiler up a long, circuitous and narrow grade with twenty-four horses, which he handled with the one rein. The work is in a class by itself, but in my opinion shows quite unusual horsemanship and is most unique.

CHAPTER V

ROAD-COACHING

ALTHOUGH the witchery of this fascinating sport is well recognised by all that growing class of Americans who take interest in outdoor amusements and exercise, the prevailing idea that it is of necessity extremely expensive deters not a few from undertaking it; and until recently the general conditions of the roads adjacent to localities suitable for the enterprise have not been such as is essential to its enjoyment under the best auspices, for it must be confessed that jolting ruts and a cloud of dust form a most dolorous accompaniment to a journey, especially if the voyager must occupy a seat on the "backgammon," or beside the guard, where these objectionable features are always most noticeable.

The idea that the pastime must of necessity prove expensive is due to the fact that through foolish purchases of horses, careless management, indifferent patronage, etc., such has generally been the outcome, a result having nothing whatever to do with the results of road-coaching in the abstract, but much in the individual case.

That a road-coach is likely to make huge profits or to earn any considerable dividends no one for a moment claims; nor should this eternal mercenary aspect ever be considered—although, alas! it is generally the standard by which all sports are gauged, and by which they stand or fall. A coach should be managed like any other undertaking, and the mere economies of outfit, etc., are but an item. The genuine essentials so far as the public goes are that a good, smart

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pace shall be continued all the way; that the coach, etc., shall be thoroughly "well done" in every slightest detail; that the destination shall prove attractive to the outer, and the service and luncheon satisfactory to the inner, man. A deficiency in any one of these respects certainly will cause unpopularity. Much depends upon the owner's ability as a business manager, and as a caterer to the pleasures and tastes of others, how large his deficit may be. He must, to be successful, submit to a good deal of unpleasant newspaper notoriety; he must boom his coach as he would his wine if he were a wine agent; he must bargain for an equivalent percentage for the trade he brings to both ends of the route; he must be hail fellow with all and sundry, however personally distasteful, for the mere climbing to the box, driving out and home, and stalking away as soon as he pulls up will never popularise his undertaking; nor will the fact that he runs to the most attractive private club in the country make up for the fact that he does so patronise a private and not a public building, where necessarily his passengers cannot be afforded the full run of the premises. Nothing is more unpleasant for the average voyager than the realisation or sensation that he is a guest only on toleration and not by right, and that his privileges extend to narrow limits only. This is a feature of the public coach which most proprietors fail to understand; and they do not appreciate—as they, probably being members, laugh and talk with their friends at lunch in this club—how extremely uncomfortable are the outsiders who have been so unfortunate as to take passage upon a vehicle which they find too late is "public" in name only, and genuinely such in no particular; nor can any inducements coax them to repeat the experience. If a public resort, as a hotel, etc., is the destination, the coach-

ROAD - COACHING

man should see that the solids and fluids served at lunch are of the very best and plentiful in quantity; for the well-fed are easily pleased, while a "cold bottle" removes not only the taste of the roadside dust, but its memory also. Do not then, for pity's sake, incense your patrons by jig-jogging them over the roads at seven miles an hour, a little slower than your own dust clouds, providing them with a lunch where what should be hot is cold, the cold warm, and all unappetising and ill-served; or keep them dawdling about the semi-private club for two hours, until you have a nap or a turn over the golf-links, thence jogging them home again, and then resent their abjuring a road-coach forever more.

Rates on a coach are generally absurdly high, and such an outing for two people—as a man and his wife—effectually spoils a twenty-dollar bill. "What of it?" say you; "those are not the sort of people we cater to." Yet they are if you run a bona fide public coach, as the public will prove and generally do prove, by leaving you and your road severely alone.

Everything from the box-seat to the usually indifferent lunch costs patrons at least twice too much, and public coaching can never flourish and never be such in reality so long as this is the case.

But to proceed to details. Once your route is chosen it is time to get together your horses, coach, etc. New coaches will cost about \$2,500; very excellent second-hand vehicles may be had for from \$700 to \$1,200 and are in many ways preferable—as already proved strong and able and as being cheaper. If one of these is bought, have it overhauled to the last nut and bolt; fresh painted and lettered, and smartened in every way as to upholstery, etc. Harness should be bought new, unless one can find a chance to purchase a lot of good second-hand material that is all alike; for nothing

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looks worse nor more pettily economical than to see the style of harness varying on the different teams. New harness will cost about \$150 for good, strong, plain sets, and less if six or eight sets are taken; this including bits, etc. Collars should be made for each individual horse, always *straight, thick padded* and *fitting very snug*, as shoulders and necks will surely shrink; a horse's collar, bridle and bit should be his individually: numbered with his number and accompanying him in all his changes of teams, etc. Blankets, sponges, bandages, tools, etc., should all be wholesaled, and stabling with or without feed be contracted for with care.

The eternal question of satisfactory servants, of course, will give trouble always, as it is very difficult, in the first place, to find good men out of work, and, in the second, to keep them steady in a job which they know offers no future, and will last at best only a few weeks. What wonder if they make all they can out of it—wouldn't you, honestly now, do the same yourself? Never trust any of them, nor your head man either, if you are foolish enough to go to the expense of having one, which gives you one more to watch. Your only safeguard is to "keep them guessing" by dropping in on them at all sorts of odd times, day and night, nor, if you are unwilling to take this trouble, can you expect, nor should you attempt, to run a public coach without the certainty of facing a heavy deficit, and a thin and worn-out stud.

For purchasing your horses you may adopt three different systems: You may go direct to the country and breeding districts; you may wholesale them from one of the big firms which do business East and West; or you may pick them up one at a time as encountered at the sales stables and auction marts, and along the highways and byways of your city; or you may combine the three methods. Of them all, the last

ROAD-COACHING

will afford the greatest satisfaction. If you go buying in the country, notice of your coming precedes you, and values are put up to correspond with your gullibility, or supposed means, nor are such purchases likely to be satisfactory in condition, mouths or manners—and a long preliminary period of seasoning to get them ready for work adds heavily to expenses, and more than offsets the imaginary advantages of buying them first hand and at country rates. The same may be said of the second, or wholesale, fashion, although here bodily condition will generally be good. By the last, however, you have every advantage in getting seasoned, city-wise and way-wise animals, or at least those partially “made,” and all ready for work. The possible from \$25 to \$50 more per head which you pay is a bagatelle if you consider your own travelling expenses, freight or express charges and keep, veterinary bills, etc., which the purchase of green country horses will make imperative.

Whether you select horses all about of a size and shape so that any two make a fair pair, or whether you invest in the thick, sturdy wheelers or the rangy, lighter-built leaders which fashion dictates, is for you to choose. Certainly, however, the first system has all the practical advantages. If any two make a pair the lot are vastly more usable and salable; five horses at a change will do as much as six (or even nine)—(as three wheelers and three leaders) to work turn about, each having his day off every fourth day. If all of a size, they may work off side, nigh side, lead or wheel; or any horse may change individually to any team. This cannot be managed in any other way, and anyhow no one will remark upon the uniformity of size except that, at the changes, some hypercritical passenger may comment upon it, and he may be silenced by finding the town team of the conventional

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difference in shape. Some people again prefer leaders taller than wheelers, and they do, from the coach top, look better if thus arranged. As a general thing, however, the leaders are about an inch less tall than the wheelers, but there is every advantage in uniform size.

Be make and shape what it will, none should be too tall; sixteen hands is large enough for anything; fifteen-two or-three, better yet. Those huge brutes over sixteen hands are cold-blooded, and prove it on a hot day or over a long stage. The theory that size is strength; that a sixteen-hand horse can do what one two inches smaller cannot; that our modern roads and loads compel any such size and height before a coach; that pace and condition can be maintained in our climate with these big hulking beggars—are all sheerest fallacy. And, for another thing, these big horses are hard to find, expensive to buy and almost impossible to sell easily. Cast aside all tradition and imaginary English requirements culled from old prints (generally sadly out of drawing) and let common sense prevail on you not to go to extremes in height or in any other feature of coaching.

A public coach-horse has been pithily and aptly described as “an unfortunate animal which has seen an uncommonly large amount of grief in an unusually short space of time” and it is regrettable that the description so accurately fits the subject. An ex-public coach-horse is good for precious little but a general-purpose wagon of some sort. He will (if he has been the slow horse of his team) hop, skip, hobble and gallop; he will charge his hills at full speed, and come down the last part of them flying; he generally has a one-sided mouth; and is sure to be hitting his poor legs somewhere, or everywhere. Whatever you give for him, he is desperately dear at the price; therefore the moral is obvious!

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Imprimis, your neophyte must go a good pace at the trot, and move freely and clear all round. Never trust one that wings or dishes, for he will surely interfere somewhere when tired. He must be bold-fronted, bridle well, be short-coupled, and well sprung as to ribs, rounded as to hips, or he will fade in condition; must have fair bone, good feet, shoulders, eyes and wind; have a well-turned deep quarter, and carry a nice tail; and be thick through everywhere in proportion to his height, to meet, to follow and to side-view. Any colour is suitable but yellow bay, but not too many fancy colours, or flash-marked legs and faces, for the economical reason that they are bad sellers. Mares are as good as geldings and better. A ruined mare has some value for breeding purposes. Pair them off, if you would drive them comfortably, by mouths and manners rather than by exact appearance; by length rather than by height, for a long rangy-finished horse, and a short-necked one rarely make a nice driving pair, and one or other must pull unless the couplings, etc., are very nicely adjusted, while the short horse is over-driven, as *seeming* to be constantly behind his partner (this applies especially to wheel-horses).

Do not imagine that it takes weeks of preliminary conditioning to get coach-horses ready. Nothing can be more absurd. Naturally they must not be right off grass, but equally certainly the ordinary stage of say seven miles at a ten-mile average pace is not going to harm any of them, if properly driven and cooled out. Sweat he may, shrink he must, for a week or two, but what of it? He is but getting rid of useless tissue. Horse-shows have educated in us a "false eye" in the matter of condition, and we strive to keep horses far too fleshy, and imagine that if they grow thin they cannot work ably; the angular lines of a horse in *real* con-

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dition are not attractive, but that is immaterial. Naturally if you sweat and thoroughly exhaust half-bred or cold-blooded horses twice a day six days a week, they will show it very plainly; but, as is customary, the "long middle ground," which two teams work over only once daily, will help this if each team on the road is in turn changed to it for a couple of weeks.

This changing about, not only of teams but of individual horses, greatly assists in keeping up the driver's interest, as practically furnishing endless new combinations—another advantage of having all animals about the same size and height. Horses are very cunning, and after a few weeks of the same ground the only incidents of the run are that your wheelers invariably try to "cut corners" and afford you, if an "opposition loop" maniac, ample opportunity for practise. Otherwise one may as well drive a hack, or a 'bus, so far as excitement goes.

Horses should be shod as lightly, snugly and plainly as possible. If you try tips (except possibly on the town team) you will like them, and never have an overreach, speedy cut interference, etc. Horses should never be changed directly at the stables, but a mile away or thereabouts. This will make the grooms find fault, perhaps, but they will do that over something anyhow. Changed at this distance they get well cooled walking to the stable, and land there about tranquil as to respiration and circulation. If the heart and lungs are normal on arrival, little harm can come to horses in hard condition for having to wait their turn for thorough cooling; but if a "red-hot" team changes directly at its stables, damage will, not improbably, sooner or later be done.

Human nature is what it is, and two grooms left to their



"ALL RIGHT"

ROAD-COACHING

own resources (and possibly not agreeing very cordially) can ruin by their carelessness a horse or two in short order. The fresh team also is vastly helped by this preliminary walk; their circulation is put in order for use, and they are otherwise "readied" for immediate fast work. This is a most important detail, and has direct bearing on condition. Shoulders and backs should always be well sponged with cold water under collar and pad places that the pores of the skin may be closed at once.

There is everything in picking your road; not only as concerns ascents and declivities, "cheating them out of the hill," etc., but in choosing the best of the going: evading soft spots, letting your leaders do plenty of work at a stony bit; favouring them at a breakwater, so that the pole shall not thrash and jerk each horse in turn; straddling all ruts that good footing may be had; easing them nicely out of car-tracks so that one or the other wheel-horse does not have the whole coach for a moment to strain at; pulling up, if possible, so that advantage is taken of any little declivity and the coach starts that much more easily, etc.—dozens of things that a genuine coachman will notice and avail his team of, just as he will regulate chafing crown-pieces, tight girths, wrong coupling and biting, short-pole chains, uneven or too long traces, blinkers too close, etc.

Another thing he will do, although if you will ask him he will vehemently deny it: he will ease one horse after another, as the stage grows long, and they begin to hang, just for a stride or two, to get a few good, full breaths and "take a fresh grip" as it were. Once a poorly bred horse begins to tell you by lots of signs that he has had enough, it is "up to you," if worthy the name of coachman, to "nurse him home," and this demands all your skill, attention,

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knowledge and "horse sense." Of course, you can go slow—for after all there is no real reason why you should observe your time-table—but as it is part of the game to "keep time," one should strive to do it. Any one can manage it with a fresh team, but if you can do it with a dead-beat or a sick horse, and not overwork the other three, you are pretty nearly an artist, "opposition loop" or no, and can do what ninety per cent. never learn or try to understand.

Speaking of keeping time, of course you will start always to the second, the guard calling "coach!" about five minutes beforehand, which gives you time to load, mount your box and be ready about a minute ahead of time. Some amateurs are very careless in this respect, and it, of course, makes no real difference, save that punctuality is part of the "colour-scheme" of the whole high-comedy performance.

It is inevitable that if your coach runs during the exhausting weather of the summer season you must, if horses are to retain their flesh and courage, have recourse to powerful tonics and drugs. This is supposing that you mean to always keep your time, despite heat, and that you are bent on doing so with your original number of horses. Of course, if one can hire whole teams, or odd horses as needed, and have one's coach always overhosed, one will pull through; but no coach-horse of the average breeding will work his season out in hot weather without artificial treatment, and to this end quinine and the much abused, because misunderstood, arsenic are indicated. These powerful tonics, given in the food daily, will create an appetite and insure bodily condition that will be proof against any severity of work, and, properly tapered off at each end, no after ill effects are possible. Thus either the sixty-grain quinine solution or Fowler's solution of arsenic (or both mixed) given—a tablespoonful in the feed

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once daily for one week, then two tablespoonfuls daily for two weeks, then one for one week, then omit—will give great satisfaction not only to horses, but to the owner as well. If, in addition, the animals are induced to drink deeply and often, by natural or artificial means, their provender will do them all the more good—and they must drink to thrive.

Legs and feet will need attention after the first few days or weeks, and more or less bandaging, particularly of the hind legs, will be necessary. Showering of water from a hose held at a distance will afford a beneficial shock and cause the vessels to contract; and as the horses are not meant for extended use it does not much matter if they are bandaged tightly, since the evils of the practice will not become too evident before their passing on to other ownerships. It may be said here, however, that there is no stable practice less understood, more abused or more directly detrimental to duration of reasonable soundness than this generally absurd performance of indiscriminate bandaging.

Coach-horses when off duty should be kept as quiet as are race-horses and every inducement offered them to rest and recuperate. As low-bred creatures they will respond to nursing, and their idle hours should not be disturbed, but quiet be preserved. Their consequent spirit and condition will greatly improve, and this is one of the many neglected trifles which have all to do with pleasure in driving and satisfaction in undertaking such an enterprise.

Horses must be kept naturally, and the uncalled-for blanketing which is so fashionable, be sternly tabooed. Cool them thoroughly and leave them stripped except in the face of sudden change of temperature or if flies are very annoying (although a darkened stable and the use of any of the familiar preparations so distasteful to insects will mitigate

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this trouble). Get air in plenty, day and night, even if you have to smash all the windows and the door panels with an ax; and don't allow a groom to tell you what is best for horses, any more than you would regard his tip on the Wall Street market—his knowledge is as valuable in the one case as in the other. Get them all the fresh air you can—and then try to get a little more—and believe that horses in hard condition will bear, and are the better for, exposure that is generally regarded as destructive.

Never fail to have their mouths overhauled by a thoroughly competent dentist, that all sharp edges, "wolf teeth," etc., may be attended to. Your comfort in driving and theirs in eating and digesting depend greatly on this.

What then is the approximate cost of running a road coach per month, including, for example, four teams and their substitutes (five horses being regarded as a team)? The usual month's account would be about as follows:

Keep 20 horses @ \$1 per day.....	\$600
Shoeing.....	50
Man @ \$50, boy @ \$20, to each team.....	280
Extra man on coach @ \$50.....	50
Guard @ \$60.....	60
Repairs and incidentals.....	50
	\$1,090

This contemplates keeping the animals at livery. The man and boy (or two men if no boy is kept) may accompany their horses to and fro over each stage, riding inside the coach, and that is probably the best way, as by it the men accompany their own horses at all times. Otherwise an extra man carried inside the whole distance (who may be the town man) helps at changes, etc. Expenses may be lessened if stalls are hired and food bought, provided the promotor is a good "shopper." If a superintendent is employed his salary



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will be about \$75 per month; and a "cock-horse" boy, if one is kept, will demand about \$20 per month; and will be employed on the horses at some charge. Shoeing expenses will be very much less if "tips" only are used, and many economies can be practised if the owner is prepared to actively supervise.

Although it can hardly be classed as a *road-coach*, the establishment locally of what may be called a "neighbourhood-coach" has in it all the elements of good sport, and of furnishing to many friends, etc., the delights of such outings. The vehicle and harness should be bought by subscription—the coach at about \$700, the harness at probably \$150—since second-hand articles are plenty good enough, and the whole should be neat and unpretentious. Either four horses may be bought, or, preferably, the neighbourhood may contribute various and sundry pairs and single animals to make up the four; it being arranged that such contributions offset the subscriptions necessary to the purchase of the vehicle, etc. Thus say six or seven persons could be furnished, one day per week, with a coach and four, the drives, of course, to be limited to a certain distance, and it being agreed that any one going farther must provide his own horses. About \$1,200 for the original outfit, horses and all, and \$4 per day for keep and a small sum for shoeing, etc., will afford the subscribers weekly drives at really trifling individual outlay.

CHAPTER VI

DRIVING FOR NOVICES

LIKE Mr. Punch's advice to those about to marry, this chapter must perforce be replete with "Don'ts," but it seems difficult to offer hints to the neophyte without warning him more against the sins of commission than those of omission.

Oddly enough, for learning to drive there is nothing like driving, and the humble brick-cart and grocer-wagon offered opportunities in childhood's times (if we made ourselves "solid" with the charioteers) which we were foolish to overlook. Lacking this juvenile experience (which would, in the natural order of things, put us in line for a finishing course under capable instruction) we should neglect no opportunity, if possessed with the *sacra fames* of the truly ambitions, to essay the navigation of any and every variety of "gee-gee" singly and in varying combination which kindly chance or intelligent intention places in our path; heeding not the jibes and jeers of the carping critic, and as absorptive as sponges of every word of advice and act of demonstration which ears and eyes can compass. The careful study of the methods of a "real workman"—not only what he does but especially what he avoids doing—will prove vastly helpful, and if we can but find in such a one a patient and kindly mentor, there are, given ordinary nerve, common sense, "horse sense" and perseverance, no heights which we may not successfully attempt.

As dear old Lord Dundreary used to say, "If you had a sister, would she like flowers?" And in the same irrelevant

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manner, may it be asked if you play the piano, or any musical instrument. For if you do, your pathway will be greatly eased. Such an accomplishment presupposes a delicacy of touch, an intuitive perception of resistance and force, an artistic appreciation which will prove enormously helpful to you in your efforts. As an old riding-master used despairingly to remark to his lady pupils: "*Mon Dieu*, madam, you play ze piano! Well? Yes? And how many year you practise for play heem well? Five? And you will I teach you to ride *parfaitement* in twenty lesson—twenty hour—one day? Ah, zees Americans! Ze horse's mouth is far more difficult for learn to play zan ze piano!" It is for the reason that most women are musicians that horses go quietly with them; their gentle manipulation and their non-aggressiveness assist mutual understanding and good-will. A woman lets the animal perform his task in most respects after his own fashion; the domineering and frequently ignorant masculine insists upon it that his shall be the method pursued—results speak for themselves.

Have no preference as to mouths, manners and all the rest—or at least do not indulge them. The best practice comes from driving all kinds and plenty of different varieties. Your one particular steed teaches you nothing; he puts up with your follies, you learn his foibles, and, like most joint-stock concerns, neither of you prosper as you would under the stimulus of novelty and competition. The novice would better hire a different horse every day than to buy one and stick to him for years, deceived into the idea that holding the reins and merely keeping off the sidewalks and out of the shop windows is really driving.

One cannot drive without sitting down, and that position should from the first be correct, easy and firm. Sit squarely

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down on your seat or cushion; not on the end of your spine, with your feet stuck far out in front, as if rowing a boat, but upright, and with the legs forming an angle at the base of the spine, which will make you, for comfort's sake, hollow your back; and which position in turn will give you a "feel" to wrist, forearm and hand which you never knew before. That is the one excuse for the criminally hazardous position of late so fashionable—the "monkey-on-a-stick" attitude, with the heels back against the seat-fall, the knees and centre of gravity far in advance of them, and the end of the spine balanced on the edge of the cushion. It does give you a light, springy "feel," but this comes from the necessarily upright carriage and hollow waist, and not at all from the otherwise eccentric attitude.

The reins are held in the left hand, the left or nigh rein coming over the first finger and thence through the palm, the right or off rein coming between the second and third fingers, thence through the palm, thus separating the reins by the width of two fingers and enabling quite a wide change in direction to be made by merely turning the hand and wrist.

The left hand, which holds the reins, should, if the horse is properly bitted and mouthed, be carried half-way across the body, and the wrist a trifle bent outward. This affords an easy "give-and-take," and although the straight forearm, wrist and hand may afford more power on a hard-mouthed horse, that position is not so good for the acquirement and retention of a delicate touch. Naturally at first you will be at a loss to do this comfortably; and of course you will always be guided by circumstances in your attitude and resistance; but practice will soon make it easy for you and perfectly automatic. The elbows should lie close to the sides, falling naturally, and not squared.

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Do not tug at a horse's mouth, but always drive as if any sudden pull or sharp jerk might break the reins. However dull he may be, always have enough feeling of the bit to have him under control, and keep him up to it to that extent. At any hole, gutter or sudden elevation be sure your hand and arm freely "follow" his mouth, and do not let them administer a sudden jerk to it as the vehicle drops or rises. When starting, just feel your steed's mouth an instant before you start, as a signal to him that you are about to require of him motion, and this should be done whether you mean to go forward or backward; it enables him to tighten his muscles and collect himself, physically and mentally, to obey your instructions. Prepare him for stopping, or for turning, or for increasing or diminishing his pace in the same manner. He will appreciate your attention and respond in kind, be sure of that.

Relax the muscles, not only of the wrist and forearm, but of the whole body. You may argue that if you do so you will lose control of your horse; but not so, for even as you thus allow your frame and touch to become pliant, so apparently does he, and this mutual abandonment of stiff and awkward resistance cannot be too carefully cultivated. If you ordinarily feel tired after driving your horse, how much more must that nervous strain and insensible resistance exhaust and annoy him, who has also the actual physical labour to perform. Be natural, easy, pliant and effortless.

The same remarks hold good in driving two, four or more—but never attempt them in reverse order or you will inevitably spoil forever your "hand" and lightness of touch; and do not essay any advance until you can handle one horse really well—in a way that thoroughly satisfies you. Of course, you will find plenty to learn even if you drive all day

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and every day for a century, but never be satisfied with mediocrity. Nothing is to be speedily and thoroughly learned from perfectly trained animals; therefore take them as they come, and be sure they change frequently. Especially is this true of pairs, fours, etc., where the lazy and the free, the cowardly and the bold, the generous and the rascally may all blend to your eternal advantage.

Keep your whip-hand free usually, but close to your left hand, and, if occasion demands, take a rein in each hand; but keep them close together and near your body. This is necessary with many bad-mouthed and awkward horses, and is not at all unworkmanlike—nothing is which quietly and perfectly accomplishes your object. Do not get the idea that “light hands” means barely touching a horse’s mouth. Needs vary, and he has the finest “hands” who makes his horse perform promptly, gracefully and at ease to himself the task set him. This quality may be roughly defined as “the instinctive knowledge of just when, and in what degree, to properly apply, increase or relax restraint,” and it is evident that, this being the case, an animal’s mouth may sometimes be handled very roughly and yet “good hands” be strongly in evidence.

Always signal with your whip when pulling up or starting off, and which way you are about to turn, whether in traffic or in the desert of Sahara. It safeguards the general public as well as yourself and is an important feature in the greatly neglected courtesy of the road.

The reins are never to be shortened by taking hold of them with the right hand behind the left, as is the general custom, but always by placing the right hand in advance, and either by sliding the left up to it or, preferably, by pushing the reins back through the relaxed left fingers. It

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is often advisable, just at starting, to take a rein in each hand as tending to better manipulate a mouth which may be strange to you and you to it. This does not necessarily mean letting go of the right rein with the left hand, however. The right hand is not to take the rein between the first and second finger, but outside the little finger, grasping it in the little, third and second fingers, and doing this with an "overhand" motion or clutch, easily learned from observation. To turn to the right, then, this "overhand" motion places your named fingers on the right rein a few inches in advance of the left, and your turn is made without suffering the rein to slip at all through the fingers of the left hand. To turn to the left, your right hand in the same fashion takes the left rein and draws it back toward and over the left hand. As expertness increases you will, when making these curves, loop the rein over the first finger of the left (if turning to the left), confining it by pressure of the thumb, taking up what you judge will be sufficient slack to effect your purpose; and in the same way for a right turn you will make your loop between the second and third fingers of the left hand, in all cases suffering the loop to slide away when facing satisfactorily your new direction. You will finally, when driving a well-bitted horse, effect this by carrying the wrist and forearm across the body to the right and turning the knuckles up (to make a left turn); carrying the hand out to the left and down beside the thigh, and turning the knuckles down (to go to the right). The left fingers close on a sort of graduated scale and are not all equally tense, the first serving rather as a support to the reins and the grasp coming from the other three. Large, loose and long-fingered gloves should always be worn, loose at wrist as well, and they should be regularly treated with glove-paste or resin to make them adhesive.

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When a horse is standing never tighten his reins or move his bit; he always regards this as a signal to start. Your whip should be held gracefully up and diagonally across the body, grasping it at whatever point it seems to balance best, and you should never use it with a "flicking" motion, as if you meant to snap it on the horse's hide, but with a drawing stroke, diagonal and well before the hips (or he may kick) or even the pad. A dullard will respond to a stroke under the shaft, on the thin skin of the thigh, or to a blow down the shoulder or under forearm. Do not be eternally tapping him—nothing makes him so surely sluggish. Hit him for a reason only, and hit him smartly when you have to do so.

If you must speak to him, use the "c'lk," and not that p-w-e-e-p of the lips which is suggestive of a dicky-bird. Enforce prompt response to any word you do use, if it is disregarded, with the whip. He associates the two signals, or should do so.

Learn to shut your hands on the reins and keep them where you close them without their always sliding through and needing shortening at critical times. Practise incessantly until this becomes automatic and you will make an advance which not one person in a hundred ever accomplishes.

Pick your road carefully and constantly, not by abrupt turns, but by always having an eye forward for the good spots and for obstructions, and quietly availing yourself of the one, evading the other.

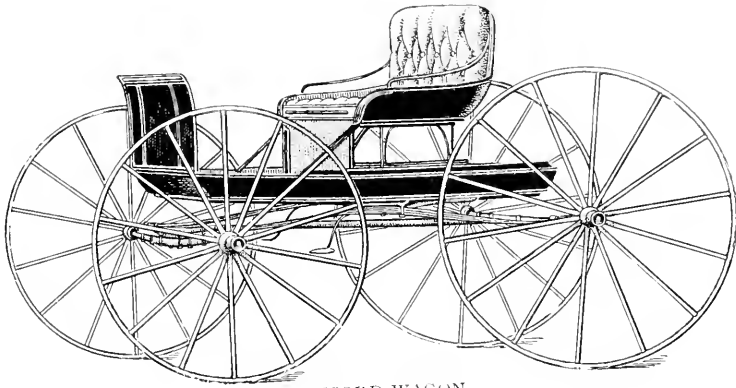
Go over the brow of a hill quietly and give and take to your horse as he bends to your restraint. Never give before he does, but always reward his submission by instantly dropping your hand a shade, easing him, shifting the bit's resting place and beginning anew—an infinitesimal yielding is enough, and this is "hands" in its best development.

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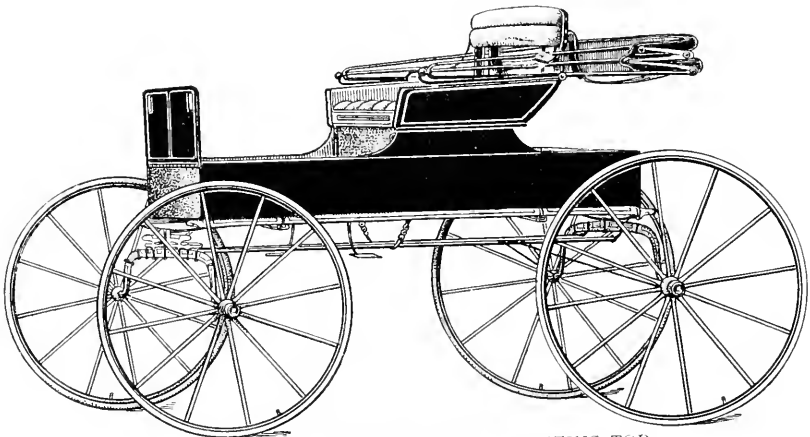
Pace, and the best methods to judge and preserve it, is all a matter of practise, and an expert will steal away the miles in an effortless way both to himself and to his steed that is a treat to watch and a science to acquire. Do not suffer your animal when at a walk to wander aimlessly along, but "drive" him at that gait as at all others, making him do his work properly and promptly. The worst performer is susceptible of great improvement if you will only take the trouble to educate him.

A four-wheeled vehicle is better than a two-wheeler for every reason, and the horse is not so apt to fall, to kick or to misbehave in such a carriage. It is harder to turn round, or to back, and more instructive for that. You should practise turning it round in real or imaginary narrow lanes, both by driving round and by "backing and filling," until instinctively you know just when and how the act is feasible.

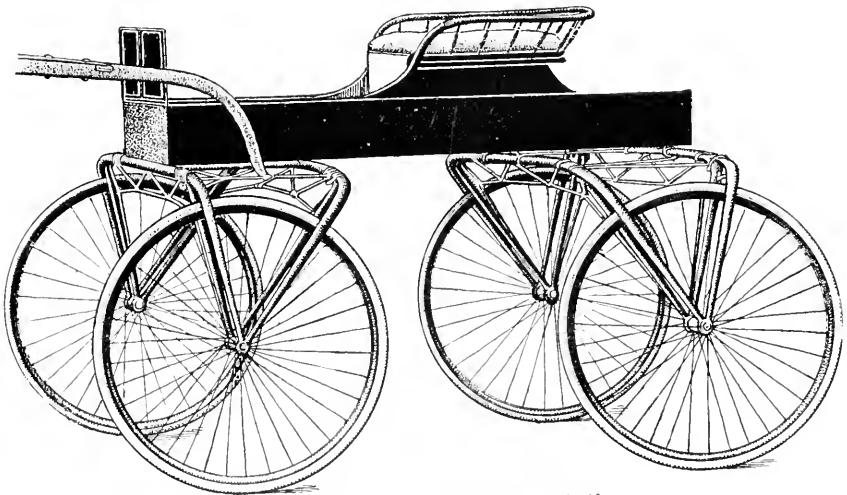
You should harness your horse yourself as to all his paraphernalia, and acquaint yourself thoroughly with the use and purpose of every strap and buckle in every kind of harness, single, double and four-in-hand. Take a harness all to pieces and put it together again repeatedly until you "know of your own knowledge" just how everything goes. Not one driver in five hundred can do this, but there is no excuse for ignorance, and proper pride in your enterprise should compel you to rehearse this thoroughly. Absorb all available information about every detail of equipment and its fit by observation, by inquiry and by reading, thus not only promoting your own practical knowledge and personal enjoyment, but guaranteeing to the travelling public that by no careless or ignorant act of yours shall its safety be jeopardised.



CONCORD WAGON



PNEUMATIC ROAD-WAGON WITH SHIFTING TOP



MATINEE OR SPEEDING WAGON

CHAPTER VII

DRIVING ONE HORSE

SO MUCH has been written of the driving of a single animal in the chapter on "Driving for Novices" that but little remains to be said upon the matter here save in the general direction of putting to, etc. Much that will appear in the chapters on driving two and four will apply also to the driving of one horse; in fact, the one is but a rehearsal for the more complicated performance of the other.

To be first-class in single harness an animal should bridle well, carry an arched neck and possess a flexible mouth and good courage. A slug, a hard-mouthed horse or a nervous, excitable one may answer in a pair or a team, but, as the "power before the throne," the beast for single harness should be well mannered and well balanced.

His harness should be appropriate in size and shape to the vehicle and to himself, and all three should be proportionate. Nothing savours more of the ignoramus or the vulgarian than noticeable discrepancies in these respects, and this harmony is one of the essentials—almost the *only* requisite—of perfect appointment. If we strive for elegance of effect in our own apparel, so also must our horse's "clothes" fit him to a nicety, and all equipment be in keeping with this idea. In fact, if Fortune allows, every horse should have his own harness, or at least his own bridle and collar, as contributing vastly to his comfort, and this should fit him like a glove.

Many bridles are too short in the brow-band and pinch

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the horse about the ears; the blinkers are too close for some, flare too much for others. The harness pads do not fit every back alike. The girths are often too long or the straps themselves too narrow. The collar should fit exactly, very snugly at first, if the horse is in good flesh, as it will work easier with usage, and, if he shrinks, will still fit fairly well. In fitting the collar attention should always be paid to existing bodily conditions. The back strap must always be rather loose, not strained tightly from the pad to the dock, but lying slack along the backbone. Nothing will more surely make a horse kick than a tight crupper, especially since we have now usurped the place of the breeching by the use of the tugs for holding back the load—and, by the way, always be sure before starting that the loop of the tug is before the stop on the shaft and the shaft-girth at its proper tension. Be certain also that the shafts are amply wide and long, and that the traces are a proper length—neither too long, as being too far away from the load; nor too short, as endangering the occupants, if the hocks should touch the vehicle. Rather thin reins are the most comfortable, and they should be cut from an inch to an inch and a quarter in width.

What the rudder is to the ship the bit is to the horse, and his preferences must be carefully consulted by experiment. Whatever form and size suits him best is the “proper” article. We are all prone to do too much with the curb-chain and not enough with the nose-band. By this is meant that we allow an animal to dodge the effect of the bit by opening his mouth, or as some rogues will, by using the teeth or the lips to prevent the bit’s action. For this reason the “elbow” bit is the most useful of arrangements. As generally made, the nose-band is merely an ornament to a bridle, and fails by many holes of buckling tight enough to firmly shut the

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mouth. It was, however, invented to effect just that purpose, and should be so used. The animal who pulls when driven at the middle or lower bar will frequently go pleasantly at cheek or half-cheek, once he finds that by properly applying the nose-band he cannot dodge the issue. The results are far less painful to him, while he at once improves in "mouth and manners"—two accomplishments which are usually correlative.

The use of the curb-chain is generally misunderstood, and much agony is inflicted by its ignorant abuse. Many horses go more pleasantly if it is—at least, over the sharp edges of the jaw-bones—covered with leather or chamois-skin. A tight chain is rarely useful, and by impeding circulation it deadens sensation, only making a bad matter worse. On the contrary, if too slack and the horse very limber of neck, it loses all effect by his dropping his chin to his chest, and thereby changing the whole angle of draft to the top of his own head and not to his mouth at all—that is, if the bearing-rein be omitted, as nowadays it frequently is. A twisted chain is very severe, and rarely needful if the nose-band is appropriately used. The port bit is *never* called for, and is a most brutal machine. The four-ringed snaffle is a very useful article and suits all mouths. If bits are too wide, circular cheek-pieces of heavy leather should be placed on the mouth-piece. The gag-check is, within limits, a very useful appliance. Many horses will not drive pleasantly without it, and the same may be said of the much-abused and misunderstood "bristle-burr," a perfectly harmless means of control on certain headstrong, plunging brutes with one-sided mouths. That it is *comfortable* no one argues—that it is *cruel* any horseman will deny and disprove. If one of the two, in this connection, must be uncomfortable,

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let it be the horse, and by no means the person whose pleasure or duty it is to use him; especially as the mere fact that the animal is thus inconvenienced may, properly managed, effect partial or complete reformation. Barbados aloes applied to gnawed finger-tips or sucked thumbs is not especially enjoyable to the infantile delinquent whose vagaries render such correction necessary—but the result is effectual—or used to be forty years ago!

Conventionality enters largely into all our methods, and driving is by no means exempt from this characteristic. Fortunately our accepted fashions are in this respect mostly founded upon practicality and good sense, but there are various departures from “correct form,” so-called, which are equally as serviceable and in some ways possibly more so.

Reins should invariably be pliable—not too wide—about an inch or a trifle over being the usual width—and the gloves should always be well dressed with resin, or the glove-paste manufactured for the purpose; the gloves themselves being always very loose and at least a size too large.

It is a fact that in most of our driving maneuvers we expect too immediate compliance from our signals to our horses' mouths; that we indicate to them our desires too late in making our turns or in pulling up. The horse possesses a complicated anatomical structure, and instant compliance is not always possible to him. Thus it is always more difficult to pull sharply up in the middle of the road than at the curb-stone; harder to make a quick turn in an unobstructed space than around a corner, whose neighbourhood has warned our observant steed that a change of direction was at least possible, as the propinquity of the sidewalk has had the effect on our horse of preparing it for a stop. Your smart performer will be seen to “take hold” of his horses' mouths some moments

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before he makes his stop; and even if the demand upon his skill is sudden he does not pull up his team with one steady dead haul, but takes a sharp hold for a second, eases away like a flash, and “comes again” once or twice—effecting his purpose by repeated signals, but so deftly and consecutively, almost or quite unconsciously, that his animals are prepared for the final effort and brace themselves for it, hocks under, balance back and forelegs out. Probably such a coachman would deny these methods, not being himself aware of them, but he uses them—and he does something else. The moment his trained hand detects yielding and compliance he eases away and “drops to them,” so that they comfortably and quietly do his bidding. This very thing he also does in starting and in turning—his signals always preceding the actual call for effort or change of direction. Such a man will mount his seat, sit perfectly still, never speak a word to his horse, yet at the moment he desires his animal moves quickly and collectedly off with its load. Why? and how? Because the subtly delicate telegraph has signalled for preparation and finally for motion—yet all so quietly and unconsciously that the watcher will hardly detect a movement in the bits, or an extra wrinkle in the mouth-angles. This is the quintessence of coachmanship, the essence of “hands”—and all horses, be they ever so raw and rough, will work their hearts out for such a man; yet his lips will never move, his whip be rarely used, and all bittings and couplings suit him and them.

It is over these all-important details that we have never yet wasted printers' ink; while volumes and pages have been exhausted in discussing this and that rule-of-thumb method of competent reinsmanship. The matter of merely holding the reins—of secondary or tertiary importance—has absorbed

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our attention to the utter neglect of the vital essentials; and no teacher has ever called attention, save in a casual way, to the important details which are, after all, so entirely a matter of practice, of individual ability and of personal magnetism and "horse sense." The writer has seen the late Mr. Frederick Bronson, beyond doubt one of the finest road-coachmen America has ever known, when going fourteen miles an hour, make an apparently instantaneous turn into a street he had nearly passed—so that his leaders were nearly opposite the further sidewalk—when suddenly informed that "this is the street"; yet although the team did not know the way and were utterly unprepared, this wonderfully good coachman found the time, almost between strides, to "give them the office" ere he made the beautifully symmetrical and exact curve that took him promptly into his proper road, every horse in place and no effort on either side apparent. This sort of work is "driving" in its best development, and few indeed are the men capable of advancing to its perfection, or willing to take the trouble to try.

Reins are generally held in the left hand, divided by the first and second fingers; the right hand being kept close to the left and ready for use in various ways at a moment's notice. While reins are generally held in this fashion, however, there is a growing fashion noticeable of holding the reins in two hands, especially at starting. In this case the right rein is seized by the little and third fingers, and the rein goes up through the full hand and over the thumb. Thus the two hands being still kept close together, the rein is readily returned to the left at any instant—as when using the whip with the right—and the driver is what nature intended him to be, ambidextrous in this as in other connection. Diagonal changes of direction need no assistance

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from the right hand, but if turning to the left the hand is dropped beside the left thigh, the knuckles up and the thumb toward the body; if to the right the same motion is used, but the knuckles are turned down and the thumb forward.

In sharper turns to the right and left the appropriate rein is seized by the same fingers of the right hand at a distance from the left sufficient to insure the desired angle and the rein drawn back toward the body, looped if preferred over the first finger of the left hand as in looping the lead-reins in four-in-hand driving; and this is done always with the wrist and forearm, the elbows never moving from their easy, natural position close to the sides. Complete circles are made in the same way, both in driving one or a pair, and the handling of the reins generally is identical in the two cases. Not a few novices think that they are safer if driving two-wheeled vehicles, or those that cut under, if four-wheeled. It is true that these vehicles turn more easily, but this advantage is slight, and it is much better to learn to handle carriages of ordinary shape rather than of any special construction. Any ordinary street, road or lane is wide enough nowadays to easily turn the average vehicle.

CHAPTER VIII

DRIVING A PAIR

A PAIR of horses is not merely two animals attached to the same vehicle and guided by the same reins. A pair must be that in all the name implies: in size, shape, colour (same, or appropriately contrasting, or cross-matched), action, disposition, mouths and manners; and the putting together of a first-class combination of this sort is a work of time and skill. They must be of similar speed at all variety of paces, and must "step and go" together. One that is inclined to go stiff kneed and one that folds them cleanly, one that drags his hocks stiffly and one that flexes them boldly, one sluggard and one free horse, will never make a satisfactory pair, be they physically ever so much alike. Variations in height, weight or colour are far preferable to difference in style, action or speed; while for lasting pleasure, mouths and dispositions must be nearly identical, or all the previous labour of selection goes for naught.

If one would match a horse already on hand, plenty of deliberation must be used. It is not enough that the two drive alike up and down the block and round the park. Fatigue may affect them differently, and one entirely outlast the other in an hour's drive. Your eye must be educated to appreciate the changes in development which condition may effect, and to anticipate the conformation which the thin horse may show when fattened, or the dealer's gross "market horse" when shrunk to workaday proportions. Some men have an extraordinary faculty of "carrying in the eye"

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horses which they wish to mate, and are able to select suitable partners at any time and place, and almost at a glance. This is a precious natural gift, and not one man in ten thousand possesses it—but that one can turn the accomplishment into a bountiful equivalent in hard cash.

Solid colours are preferable for all heavy-harness purposes. The grays and roans shed hairs which are very noticeable on dark clothes (although such horses will be less objectionable if carefully wiped over with resined hands before going out in order to remove all hairs that chance to be loose). White markings are, if very liberal in extent, generally objected to, as not quite so “genteel” as the solid colours, although this objection hardly applies to any but brougham, landau and victoria horses, or to those intended for ladies’ use.

Once obtained, your pair will never prove satisfactory unless properly “put to” and “put together”—nor, after all these preliminaries, unless capably driven. The art of “putting together” horses is acquired only by experience, and not then if “horse sense” be lacking. The trouble with us all in such connections is that we do not do as well as we can, even after we learn how. We realise that the alteration of a coupling, the dropping of a bit, the change of a hole in the traces will make the bays, which are a little at odds to-day, work pleasantly together, but it is too much trouble to make the alterations, and we finish our drive, after an uncomfortable experience, to the relief of all hands. We are not justified for our negligence, and well we know it; yet next time very probably we shall repeat the offense—it is such both to our animals and to ourselves.

Horses vary in disposition from day to day, and what suits them on one occasion will by no means answer on

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another; nor will the same combinations always prove satisfactory throughout a drive. Of course one may go to absurd lengths in such details, and one amateur jehu always carried a bag of various bits, chains, burrs, gags, etc., and would not infrequently make changes in his biting several times during a drive of a few hours.

Pair-horse harness should fit as snugly as that for the single horse, and all parts must be in their right place. The most common faults in arranging it are the placing of the pads too far forward; leaving the breastplates too long, and wearing them only on the kidney-link wires instead of buckled securely round collars, hames, etc., as they should be for safety, if not for "correct appointment's" sake. For the same reason the pole-pieces should go round the collars and through the kidney link rings, and not through that ring alone. Frightful accidents have followed the omission of thus safeguarding the hames-strap on the top of the collar, which has otherwise to support the weight of the vehicle and the strains it may be subject to from plunging horses, etc. If one will but consider this little strap and its tiny buckle, with a tongue no larger than a match—a mere bit of wire—it is safe to say that ordinary prudence will make him disregard "correctness" to the extent of insuring safety by including the collar-throats in embrace of the pole-pieces.

Checks of some kind, even if horses carry their heads alike, are a necessity in pair-horse driving. During cessation from travel, and especially in warm weather, flies seek the damp places about the animal's ears and eyes, and the irritation causes him—as fashion has removed the hairs in his ears and shortened that of his mane and foretop to absurd proportions—to seek relief by rubbing his head against the crab or his mate. Off comes the loosely throat-latched

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bridle, and away we all go in a most elaborate runaway. Or he may catch his bit in the same way on the pole-end and run back into a crowd or rear and throw himself.

Horses are never to be poled up tightly and need a certain amount of liberty to use themselves properly. The inside trace should be a hole shorter than the outside, unless the outer roller-bolt is the larger and unless the animals are coupled far apart, as when driven on a yoke, and not on a "set" pole with a crab. The angle of the traces must follow that of the coupling-reins, and freedom in one respect should not accompany restraint in the other. To work and to drive to the best advantage they should always be as near their load as possible.

The nose-band, as in single-horse driving, must be depended upon for best results in biting more than the curb-chain, and the arrangements of straps, nets, etc., described in the chapter on "Four-in-hand Driving" will prove most useful, if pullers are to be combated. The couplings must be just right, and the low-headed horse underneath, which saves boundless irritation to his better-proportioned partner. This is contrary to custom, but should not be so, as any practice which punished the innocent is wrong in principle. Horses vary greatly in length, and a long-necked or long-bodied horse must be allowed for in such arrangements, as also for that one which is very limber of neck and drops away from his bit.

The same processes as to starting, stopping and turning apply to pair as to single-horse driving. The only difference in the art is to keep both animals at their work and not allow them to do it by spells and unevenly. In light harness the whiffletrees and evener afford a guide as to which horse is loafing, but when working off the roller-bolts, as in heavy

DRIVING A PAIR

harness, no such indication is afforded, and one must be guided by the "feel" of the vehicle, by the hand and by the appearance of the traces and reins. Corners must be turned with both horses in their collars, and the inside animal is never to be allowed to drag his partner, or the outside horse to push his mate and the carriage round them by main force.

Horses should frequently be changed about, if sizes will allow, and should work as freely on one side of the pole as the other. This helps to keep their mouths fresh and even, and their legs clean, for if one works always in the same place, is poled up and coupled close, as is customary in city work—because of increasing the handiness of the pair in heavy traffic—he is sure to adopt a triangular way of going, and, if he "goes close" naturally, to begin to hit himself somewhere and to form a one-sided mouth. If one is inclined to be timid, and to shy or sheer away from passing objects, he should be put on the off side, as being thus in a more protected and less disconcerting position.

CHAPTER IX

TANDEM DRIVING

THE writer must, *imprimis*, frankly confess that there is no earthly excuse for writing this chapter, since there is no possible reason for, and no real utility in, the use of a tandem at all. It combines all the dangers, trials and inconveniences of every other style with many peculiar to itself, and it affords as impractical a fashion of putting two horses at work as can possibly be imagined. Its wheeler works always at great disadvantage, in that he may be suddenly pulled on to his head going down hill, or on the level, if the tyro charioteer is letting his leader get the best of him; or snatched onto his side going round a corner; or kicked in the mouth by his recalcitrant forerunner; or subjected to various other indignities trying to temper and painful to physique. The leader must, to be perfect, combine the wisdom of the serpent, the courage of the lion, the freedom of the eagle; must look where he goes and "go where he looks;" must divine the proper direction by the mere "feel" of the traces, since often his reins perforce will be loose; must go gaily up to his bit, but never rudely against it; must, in short, possess an amount of acumen which never receives one-half of the admiration it merits, especially when we remember that we carefully arrange his blinkers so that he can see neither behind nor to either side of him; and generally gag-check him so that his gaze must be fixed far into the future or upward toward the blazing sun.

Still tandem driving is undeniably great fun, and it is

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astounding how many novices will light-heartedly attempt it while they foreswear the far simpler task of steering four, who perforce help to keep each other straight. The ratio in driving is most irregular; for, while managing a pair is as easy as driving one, handling a tandem is twice as hard as controlling a four-in-hand. *Bar* badly mannered horses, improper harnessing and incompetent or careless drivers and tandem is as safe as any form of driving; but "even money, bar three" is a hard bet for which to find takers. Especially does the last item cause accident, for the two reasons that even the most arrant duffers will persist in essaying the feat, and that the expert with four finds very often that his hands are too heavy for two and his manipulation not quick enough to capably perform the task offhand.

Whatever else you do, be sure at least to get a heavy and properly balanced cart, and one not too top-heavy. Light gigs and tilburys were never intended for such work, and woe to you if you foolishly tempt fate in them. "Regulation" tandem carts are obtainable everywhere, and cheap enough, too, either new or second hand, now that the fad is on the wane. A "tandem-wagon" was introduced at one time which had much merit, as it sat as high as a cart and, cutting completely under, was equally as handy. The vehicle should be roomy all over (wide and deep), carrying four as pleasantly as two; balancing nicely however loaded. The cushion should be one that you can sit down upon, not prop yourself against, at the risk of a hideous fall if your wheeler stumbles. If the cushion is too sloping folded rugs will always give the right shape. Attention must be carefully paid to the balance and the shaft-girth always left loose, that there may be play enough to avoid all "knee-motion"; while the shafts themselves should not be so wide that the

TANDEM DRIVING

vehicle through shoulder-action swings awkwardly from side to side (or snubbing-straps must be used). By attention to girths, by shifting seats or the body by means of patent levers provided for that purpose, and by the necessary changes of position on the seat, a perfect balance may always be maintained over all varieties of ground.

Your outfit should include as many of the essentials as you think you will need—these will be found described under the chapter on appointments—but you should always carry rein and trace splices, cord, wire, spare bit, jaw-strap, etc.

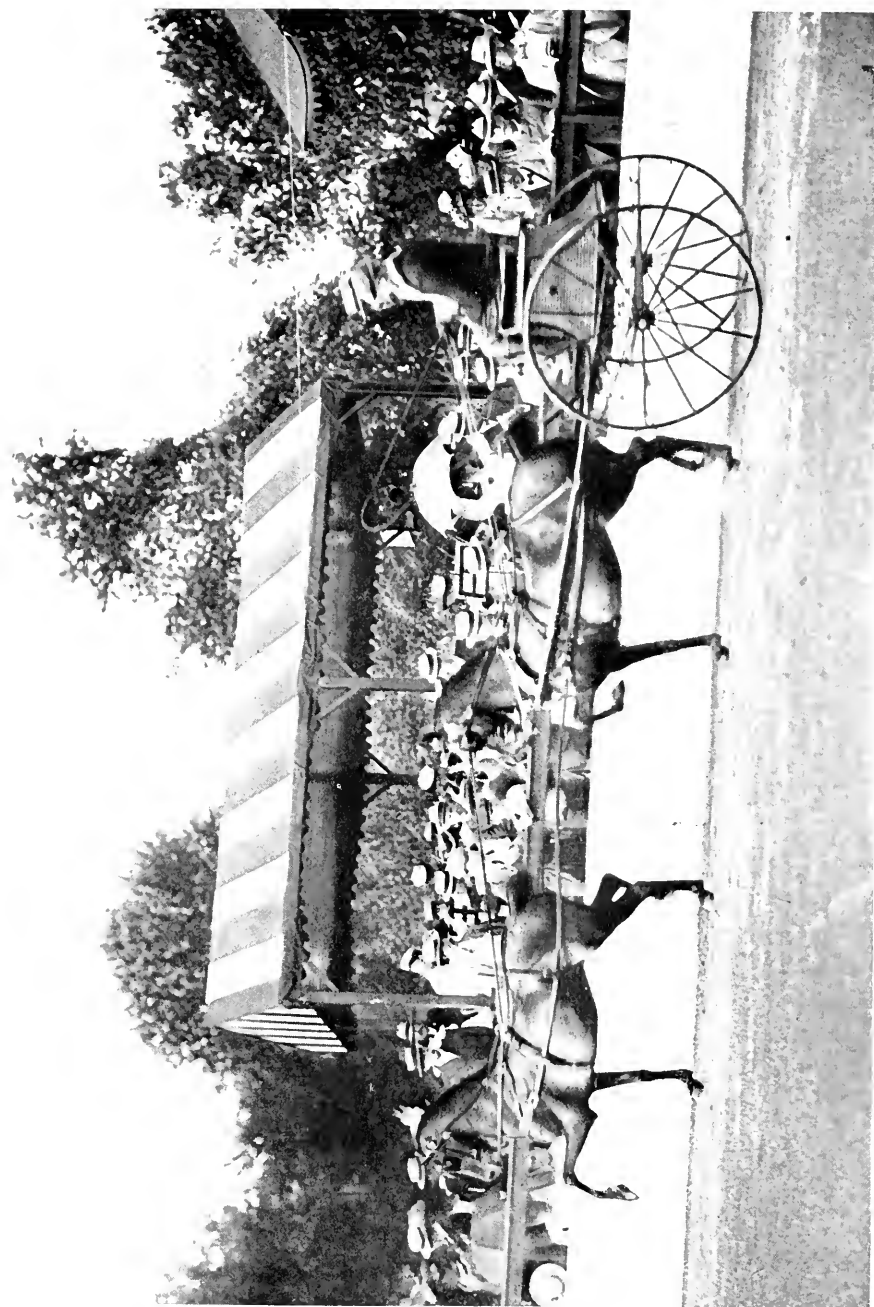
However, this is all as fancy dictates, for if there is any reason nowadays for the perpetuation or the perpetration of the tandem it is solely that of temporary necessity or convenience, and such being the case, the roughest makeshifts are perfectly *en règle*. Appointed anyhow and anyhow you are undeniably “correct” in your relation to this style of driving, and your harness and horses may be anything that emergency provides. Of course medium-sized to small animals are the most available, active and enduring, and the wheeler should be thicker, stronger and preferably taller than the leader, which is usually of a light and rangy build. Many of our best show tandems, however, make good pairs—good enough to win perpetually in that harness—so that horses of practically identical shape are all right so far as looks and effect go. Be your leader what he will, he should have at least two virtues: he must go boldly and lightly up to his bridle and he must have a sensitive and responsive mouth, that he may turn quickly; he must also be indifferent to the dangling of the traces about his legs. The wheeler may be anything, so long as he does not pull hard and is safe to “follow his leader,” if only you will promptly give him the chance—which is at least what you desire.

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Well-made tandem harness is easily obtainable, but any gig harness will do for a wheeler, with a "side" of double harness for the leader. If all harnesses are bought made in the same general style as to blinkers, pad, etc., endless combinations may be made from them, and with a set of lead reins and traces, tandem or four-in-hand may be suitably arrayed from one set of single and two sets of double harness with much ease and economy, instead of keeping, as is usual, a separate outfit for single, double, tandem and four-horse work. Whatever you use, it should be as plain as possible and no superfluities allowed anywhere. You may provide change tandem-terrets for your single (wheel) harness, and the same to apply to your (wheel) bridle. The traces must be as short as possible, and you may, if you like, use the double lead-bars which enable one to use ordinary traces for lead work instead of the regular lead traces. Compactness assists materially. Breeching, or a brake on the cart, is useful in hilly countries, and there is no doubt that they afford a great boon to the wheeler who must hold back by the roots of his tail and by his withers a cart weighing from 1,000 to 1,200 pounds, containing perhaps four heavy people, and this possibly down very steep hills. Special attention should always be given the tugs to see that they are, and remain, in front of the keepers on the shafts.

The wheeler must always start, stop and turn the cart, and the leader should only feel his traces when going up a declivity or in heavy going. If he does so at any other time it requires great nicety of driving to prevent his pulling the wheeler on to his head and knees, as the latter will always begin to hang back when he feels the cart drawn on to his withers.

Once started, the wheeler should "follow the leader,"



A SMART TANDEM

TANDEM DRIVING

be the latter's movements what they will. It is far simpler to keep after him, even if he go round and round, than to get things all tangled up by trying to keep the wheel-horse straight while your leader looks you in the face. Your horses are easiest kept in line by taking back or letting out the two reins which lie together between the first and second fingers, these being the off-lead rein and the near-wheel rein. If a cranky leader comes round, a blow of the double-thong across the face may send him straight again, but if not, drive round after him and so waltz about until he proceeds.

Two high-couraged and light-mouthed nags as a tandem will afford ample scope for the driving abilities of even the most expert, and the leader must be handled with the greatest delicacy, especially at starting, or he may rear, plunge, throw himself and make an awful mess of it. The biting of such horses must be especially interdependent, so to speak, or no harmony can prevail.

The groom never occupies the rear seat of a dog-cart unless the driver has a companion on the seat beside, and, when standing, his place is just in front of the leader, not touching him, unless restive, when he grasps both reins, or, perhaps preferably, the nose-band. When left alone to hold them, his place is off side at the wheeler's head, his left hand on his reins and his right on those of the leader. A servant should always be smart in getting up and down, and nothing looks worse than to see him clambering clumsily about, always tardy both at start and halt; or to notice the master anxiously glancing behind to see that the man has not been outpaced and lost. Tailboards are always kept up when but two occupy the vehicle.

Prizes have been offered at many American shows—

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although very properly not of recent years—for “park tandems” (whatever they may be), and for the sake of preserving a curious anomaly their methods of appointment appear under the chapter on appointments. The exhibits of “hunting tandems” which we have quite frequently witnessed at the same exhibitions have proved interesting, and more like the “real thing” probably than any other form of the arrangement, being, as they probably are, the originals of the custom. Still, for all practical purposes, no more awkward fashion of working two horses can be designed, and the steady decrease in its popularity proves that public opinion coincides with that of the writer.

A few preliminary trials with a four-in-hand will prove of much value to any one who would essay the tandem. A four keep each other straight, and any bungling with the reins which the beginner is sure to make will not so readily upset the former as the latter, while the points and loopings are more easily made with a four, because the reins are more widely separated and do not come “home to the hand” so close together. Shorter loops will also generally answer better, and even if a very acute angle must be turned, a small loop, quickly enlarged by again taking up extra rein, brings gentler effect than one large point made at once.

CHAPTER X

FOUR-IN-HAND DRIVING

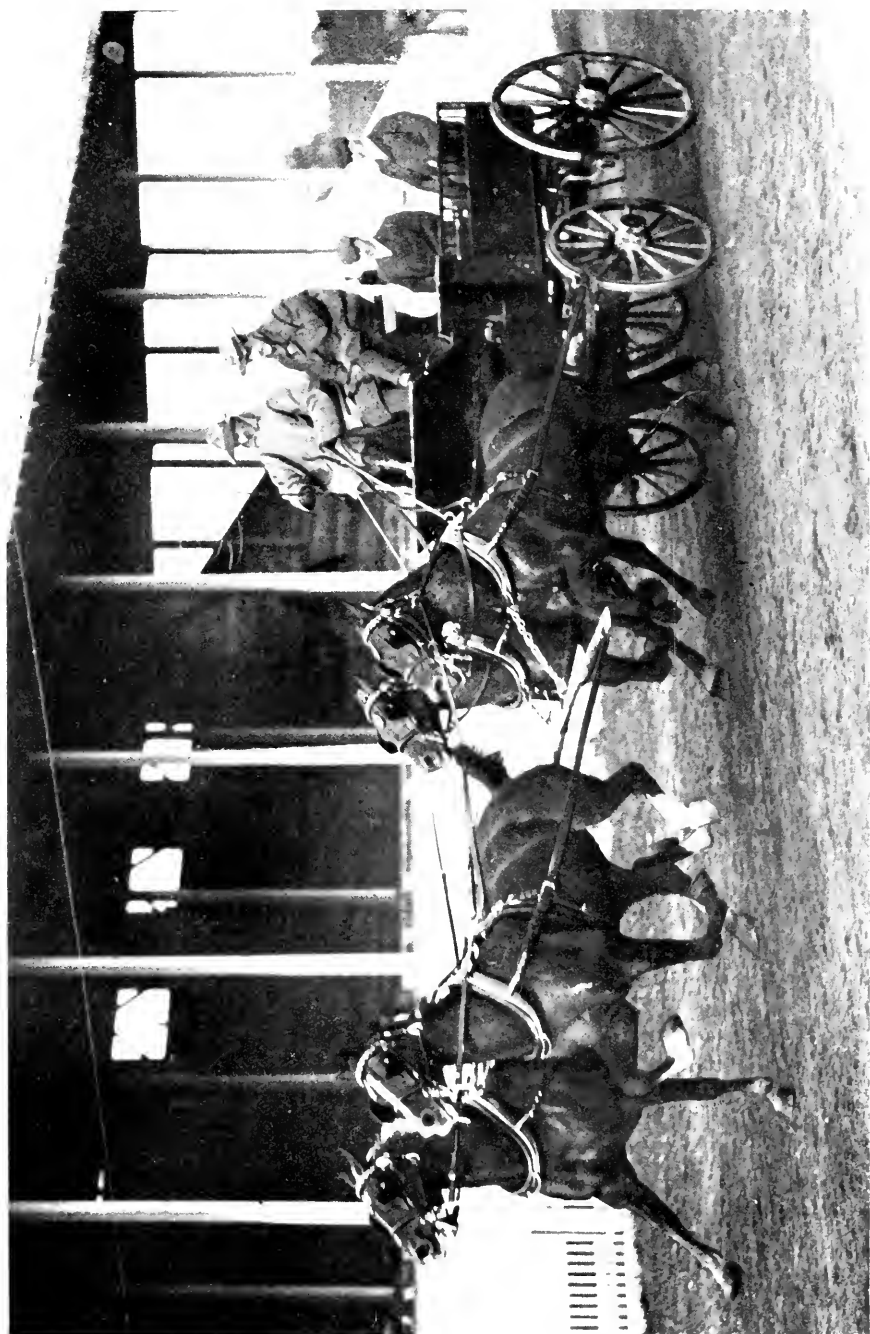
THE chief difference between tandem and four-in-hand driving is that the former looks easier than it is, and the latter appears more difficult than experiment will prove it. Your tandem leader is strictly "on his own" at any and all times, but four horses combine to keep each other straight, or, at least, do not unite to get their master into trouble. Oceans of ink and volumes of space have been consumed in advice as to the ways and means of pursuing this most fascinating pastime, and many have been the essentials insisted upon for satisfactory and workmanlike performance. The *sine qua non*, however, of comfortable and businesslike arrangement of four horses in a team is *compactness*—they must be as near to each other and to their work, both latitudinally and longitudinally, as it is possible to get them, without causing collision with toe-board, splinter-bars or pole-end in the one case, and actual jostling in the other. It is very common to find many teams labouring (not merely *working*) much too far from their points of draft, and so loosely coupled and poled-up that, like ancient mariners, they "lookèd east, they lookèd west" in their peregrinations along the high road.

Given the essentials of vehicle, horses and harness, let us put the lot together in a businesslike and progressive manner, and then get up and drive them—for, after all, the "putting-to" is so essentially a component part of the feat of driving four that it is a moiety of the undertaking, and a

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most important one. Assuming that the coach is ready on the carriage-house floor, or, as is safer, from the less chance it affords of horses suddenly starting before they are asked, in the yard or street outside; that the horses are harnessed, as described in other chapters, we are ready to "put to," and this cannot well be properly done by less than three men—as yourself and two grooms, for we assume that, for the sake of practice, you will take an active hand in the proceeding. Bring on your wheelers then, and lead each up on his proper side of the pole, not, as is so often done, by leading him straight at the pole-head, and then by a more or less sudden twist and smack on the ribs, sidling him into his place, but by bringing them up to it diagonally, so that when their heads are in the proper place, and their shoulders close against the pole, a side-step behind puts them parallel with it and in place.

Your horses should not be so far forward that you must back them to slip the trace ends or loops over the roller-bolts, but so that your pole-chain hook will catch into, or go a few links through, the kidney-link ring, which can be adjusted after the traces are in place (always putting on the outside one first to prevent the animal's turning round and perhaps breaking something); a step forward then allows you to pole them up to the proper link, which should always be such as to leave the chains rather loose, the hook going through the link from above downward in order to avoid any danger of catching a curb-chain or bridle or bit on it. Your wheelers are now to be coupled, and the nigh rein thrown across the off horse's back, when the two reins are united, and hung temporarily over the off terret. Bring your leaders into place in the same way, couple them, and put on their traces, preferably crossed on the inside, each



A GALLOPING ROAD FOUR AND BREAK

FOUR-IN-HAND DRIVING

horse working off his mate's bar with that trace. This greatly evens the working of a team, as any plowman or teamster will tell you, and nothing so completely and simply brings up a slug with a free-going mate, as he punishes himself by hanging back. You may lap them if you choose; or allow each horse to work off his own bar, but the first is so much the better in every practical way that it is a wonder that it is not universal. Its only drawback is that, when galloping down grade, practically never done nowadays, or if the leaders are not in their collars, the bars get to swinging and tilting in rather an unsightly fashion. However, this is no detriment to utility, and how often does one gallop? or how far? The leader's reins are now passed—some people pass them before attaching the traces, but no advantage seems to accrue from the practice; on the contrary, the writer has had a wheeler's bridle pulled off because a plunging leader bested his groom and, getting away, whipped his rein through the head-terret (where it chanced to be for that particular horse) until its tangled end caught and carried everything with it. Passing through the wheelers' bridles and pad-terrets, they are buckled, and the two sets of reins smoothly tucked under the off horse's trace-bearer, from before back, are in readiness for your hand to pull out and arrange.

If bearing-reins are used, these should have been drawn forward between the horses' ears and down their foreheads, ready to be put on the water-hooks just before starting, or after, if they are nervous. All bearing-reins should be easy at starting, and until neck-muscles are warmed, and able to yield without pain or discomfort. After ten minutes' driving you may have the animals "borne up" as far as you inconsiderately elect, and they will submit quietly. Severe check-

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ing before starting is the direct cause of much bad behaviour, balking, rearing and plunging—or worse.

Rein-ends will be much more satisfactory if arranged with small snap-hooks on the off sides and little rings on the near. These may be as stout as you please, and are connected or unfastened instantly—an especially great convenience in road-coaching when coming to a change. There is no special *reason* for the buckle-and-billet ends to all driving-reins. Coupling-reins should be short, on the leaders, though those at wheel should come to within a few inches of your hands, thus enabling you to alter their couplings yourself from the box. Too long lead-couplings are dangerous because they may get under a leader's tail and cause a kicking match or a smash. It is also a good plan to have the lead-terrets, or the coupling-buckles, contrived in such a way that the latter cannot slip through the former if a horse hangs back, or jumps ahead. Of course, if the buckle is larger than the terret no complication can ensue, but this necessitates buckles of two sizes, as that at the bit-end must go easily through all such rings. A stop of heavy leather, metal or wood may be affixed across the rein just in front of the coupling-buckle, which answers well, and need not be conspicuous.

Reins themselves are to be always kept very pliable, and not too thin or narrow. If made in this way they are pretty playthings with which to drive a perfectly mouthed team, and to perform all sorts of fancy work in the way of loopings, but they are neither serviceable, safe nor workman-like. Their width must depend upon the length of the fingers and will vary from an inch upward.

Wheelers' throat-latches must be quite tight, if bearing-reins are not used, or the bridles may be pulled off by a fractious leader, or rubbed off; and if metal brow-bands are



A NEAT TURN

FOUR-IN-HAND DRIVING

used they must fit, and not be too long, so as to allow the bridle to drop awkwardly back upon the wheeler's cheeks. To insure a good and permanent flare to the blinkers, thereby rendering them much cooler and more comfortable, the writer, instead of connecting their supports to the top of the bridle, sews a small loop on the lower edge of the brow-band and carries a stiff round strap from one blinker-tip to the other through this loop. This has afforded much satisfaction, and insures uniform appearance and freer vision to the bridles of all the team.

Your team being ready, it is time, after a last look over all details, to proceed with the embarkation and to take your place upon the quarterdeck. Taking your reins from their resting-place in the trace-bearer of the off horse, your whip, ready thonged, from its haven 'across the wheelers' backs (which is a dangerous resting place for it, as the dropping of the thong may startle the nigh horse), or over the toe-board (which is much better), you place your reins in the left hand according to any of the systems which you may fancy, described in the chapter on holding them, and, after drawing each back until you just lightly touch your horses' mouths, you shift them all in that order to the right hand, which also holds the whip, well elevated, that it may not touch the wheel-horses, and throwing the pendent ends over your right forearm, you proceed to mount to the box, using your free left hand to assist. Left foot to hub, right to roller-bolt, left to step and right to toe-board is your mode of upward progression, the last movement landing you upon that elevation ready to sink on to your driving-cushion. There are two methods of handling the reins during this ascent: One, starting with them as you have drawn them to you (the off-side reins being the shortest), and allowing

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these to gradually slide through the fingers until, on reaching the box, they are all equal (this is, perhaps, the better style, as by it you retain control of your horses at all stages). By the other, while the reins are in the left hand, you lay hold of the two off-side reins in the right, and pull them through the fingers of the left until the off-side wheel coupling-buckle is opposite that of the near-side. Thus all reins are the same length when the toe-board is reached, but at no other time; and should careless grooms or restive horses cause trouble, you are quite powerless to assist the one or to restrain the other.

Having successfully proceeded thus far, sit down as nature meant you should, neither placing your feet far in advance, as though ready to fend off a kick from the wheeler (thereby sitting upon the small of your back and not as you were built to do), or assuming the grotesque perch like a dicky-bird on a limb, so much affected by the modern school, and which has been discussed in "Driving for Novices." *In medias res* you will be safer and more graceful, sitting squarely down, and yet upright and with hollowed back, to bring about that elastic and delicate feel which has in driving so much to do with results. If the toes are just at the beginning of the elevation of the toe-board, the knees will be moderately bent, the posture secure, and the practical and picturesque results both safely attained.

The start will depend upon circumstances. All being demure and temperate before the vehicle, your wheelers start the coach, and your leaders, just clear of the bars, move smoothly off at your "Stand aside!" to the grooms, and the corresponding indescribable and instinctive telegraphic intimation through the reins that motion is intended. It is extraordinary to witness this sympathy between a "good

FOUR-IN-HAND DRIVING

man" and a well-bitted horse or team. Without word or apparent motion on the driver's part suddenly the animals collect themselves and move away—and this when accomplished regularly and with all kinds of strange horses as some men can do it is the acme of horsemanship. The same horses are very different on different days, and the four equine tempers are rarely exactly the same, any more than is the one masculine! Therefore, as Pooh Bah says in "The Mikado," "Bless you, it all *depends!*" and if one wheeler flies back it is better to let your lead-reins slide a bit instantly that the leaders may take the draft; or swing the whole team (or the wheelers at all events) a step or so in his direction. If leaders are flighty one must instantly determine what expedient will "make the penalty fit the crime" and forthwith put it to use, even if it consist in ramming them with the crab! To start, one must insure motion, and when all is said and done, that is what we are trying to bring about, so that cut-and-dried rules-of-thumb are of little value, and "I will!" must wait upon "Am I able?"

Grooms must be sharp, and let go at once when the familiar jerk of the head is made or the "Stand aside!" is spoken, but many a case of "hang up" or a determined jibbing-match is caused by their literal interpretation of the order; for the mere side-step is just the thing they should *not* do, but always *go forward* in view of their charges, for two or three steps; not touching the reins, but conveying to the hesitating animal, if one there be, the *moral effect* of *being led off*. Not once in a thousand times is this capably performed, and not that one time will anything happen to retard progress, but the horses, instead of even possibly flying about, move cheerfully away, all in their places. This is one of the "unconsidered trifles" that make all the difference

DRIVING

whether with one or four horses. One often hears the inquiry, "Can you hold a horse?" to some loungeur, but never to the groom, "Do you know how to let go?"

Looping, "points," "opposition" and all the rest of the interesting manipulation incidental to four-in-hand driving is discussed at length in the chapter on holding the reins, and will not be argued here.

Once under way, drive quietly for at least the first mile, unless your team is very green and headstrong, in which case let them go along, for the faster the pace the more freedom for individual peculiarities to reconcile themselves and the easier the task to all. Don't fight any of them, nor be in too great hurry to change biting, coupling, etc. Perhaps *they* are right and will show you they are when they settle. Let them teach you if they can, nor be above such instruction.

A down grade, if of moderate nature, rarely demands shortening back of your leaders, for as the wheelers take the coach on the pole-chains, their position nearer the coach will, if your lead-reins do not slip, take the whole team back in following the wheelers' mouths and the result be *just* right—which surely can't be improved upon! Whatever you do, always go quietly over the brow of a declivity and never shift your reins on the down grade—but always have them arranged as you mean they shall be for the descent. A horse may stumble or a rein twist at the critical moment when your hand, or hands, are relaxed; away goes a rein (and the coach), and there is a regular mess in a moment.

If your hand and arm begin to tire and cramp, pull the team up, and do it quickly. You can never tell how far this may progress, and it will sometimes reach the lengths when your powerless left opens supinely and lets go of everything.



A SIX-IN-HAND—(NO LEAD BARS)

FOUR-IN-HAND DRIVING

Never turn a corner with the leaders in the collars, for they then have perfect command and may land you in the drug-store or the grocer's shop in a jiffy.

Keep all hands working evenly up to their bits (not necessarily traces) all the time, unless the trip is very long, and one or more hold out signals of great fatigue. Allow such a one to "drop out of his collar" for a few yards, and run free to get a few long breaths. If you ever rowed in a race you will remember the enormous relief when the coxswain sung out, "Hold her starboard!" and as you whirled round the buoy, merely holding water, how sweet those four or five big gulps were and how your strength was almost instantly renewed.

CHAPTER XI

MANNERS AND METHODS OF HOLDING REINS: SINGLE, DOUBLE, TANDEM, FOUR- AND SIX-IN-HAND; HANDLING THE WHIP, ETC.

IN driving one or a pair the accepted method of holding the reins is to bring the near rein over the first finger of the left hand, the off between the second and third fingers, the reins dropping thence through the hand and being confined by firmly closing it, and by shutting the thumb closely down upon the near rein and dexter finger. Although this is the "correct" manner, it will be found in practice that the reins are chiefly held between the three lower fingers and the palm, and that the pressure of the thumb and full hand is rarely firm. This relieves the strain on wrist, forearm and hand muscles, which the tightly closed fist renders finally almost paralysing—absolutely so, in fact, if the grasp is not eased or relaxed at intervals. The truth is that the reins are never held as tightly nor as immovably as one would believe from those who write on driving, but the hand is in a position when occasion arises to instantly close upon them and to hold them firm. The same thing applies to a seat in the saddle, which is never retained by the tremendous grasp of thigh and knee, which popular opinion assumes, but by having them in such a position that the mere tightening of the muscles preserves safely the seat. Thus the votaries of riding by balance are as much in the right as the advocates of riding by grip.

In the handling of road-horses and trotters the reins are

DRIVING

held in a variety of ways; that generally used being to carry the off rein over the first finger and through the full hand; the near coming outside the little finger, through the full hand and over the thumb. This method allows of doing quite a lot of driving and changing direction by merely turning the wrist and hand either way. The off rein is readily grasped when necessary by the right hand, and comes through it outside the little finger and over the thumb, etc., as when placed in the left, or is seized in any other handy manner.

A pair of roadsters, coupled as they are with the heads far apart and equipped with plain snaffle-bits, rarely drive evenly and pleasantly if the reins are held in one hand, and two are nearly always needful for comfort to both driver and animals.

In "heavy-harness" driving the right hand is carried near to the left, that it may be instantly available, and is held generally directly over the left wrist or base of the left thumb, both hands being low, about opposite the middle buttons of the coat, and the arms falling easily close to the sides, the left wrist slightly bent outward to give lightness to the "feel" of the hand. Imitators of show-ring drivers have lately introduced the fashion—and a good and sensible one it is—of holding a rein in each hand; and this is done so inconspicuously, and they are held so close to the body that the detail is not generally noticeable. The style is worthy of all praise, as assisting greatly in the manipulation of the horse's mouth and tending to increase the delicacy of touch and handling in the driver. Otherwise the right hand may rest easily upon the right rein, the two hands separated by a few inches, and in turning to the right a simple widening of the space by sliding the right hand along the reins proves sufficient to accomplish the purpose.



1. MAKING RIGHT POINT OVER FORE-FINGER; OVERHAND CLUTCH; ONE OR A PAIR.



2. MAKING LEFT POINT; OVERHAND CLUTCH; ONE OR A PAIR



3. CLUTCH WITH THREE LOWER FINGERS



4. ROAD DRIVING. FULL HAND CLUTCH; EITHER REIN READILY SHORTENED BY SEIZING WITH THUMB AND FOREFINGER OF OTHER HAND AND SLIDING RELIEVED HAND FORWARD.

HOLDING REINS

With perfectly bitted animals the right hand is rarely actually needed except in making right angles and in pulling up, and it is quite possible to navigate the intricacies of ordinary traffic by merely turning the hand and wrist as occasion arises and by carrying the forearm to right and left. Perfectly mouthed horses are very rare, however, and the average animal, or pair, will in most cases require two hands for complete control.

Loops or "points" may be used in driving one or a pair as well as in handling four, etc., and it affords good practise to use them—renders their application in all cases mechanical and cultivates the eye so that the taking up by the right hand of the rein for the loop or "point" to describe a given curve becomes almost automatic, and the requisite length is unconsciously determined. The manner of doing this is described further on.

All loops or "points" should be taken up with the three lower fingers of the right hand. Many drivers use the first and second fingers to effect this, but the "overhand" manner of "going after" your loop or "point" is smarter and more effective. To effect this the back of the right hand is turned up and the three lower fingers grasp the rein between their tips and their lower portions (above the palm). The rein is then drawn back and looped upon or between the proper fingers. The off rein is grasped in the right hand in the same way, and never, in driving two-handed, held between the thumb and dexter finger or the first and second fingers, as frequently done. This is the principal difference between the "underhand" and "overhand" manipulation of the reins and affords a better "play" of the fingers in addition to the flexions of the wrist—which, by the way, is always to be held bent toward the body at the joint

DRIVING

(this applies to both wrists)—that greater flexibility may be secured.

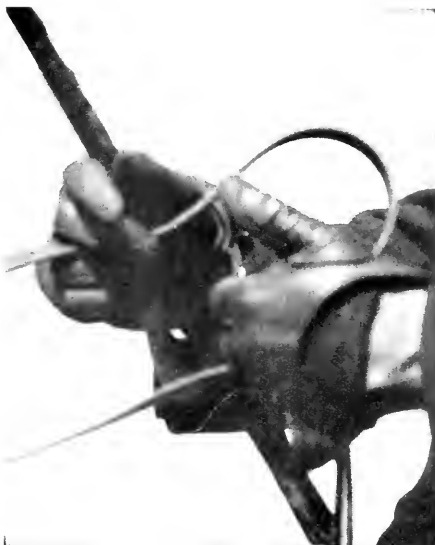
Reins are always to be *pushed* back through the left hand—never *pulled* from behind, as to pull them the left arm must, however slightly, give and go forward, thus losing or changing the hold upon the horse's mouth. The right hand drops upon the reins a little in advance of the left, seizes them and, the left fingers relaxing, the right slides them back or the left slides up to the right—in no case is the left ever placed in advance. The stop is effected in the same way, and the hands should be carried straight back, and not, as taught by some instructors, raised (as to the left) toward the chin after the right has been placed upon the reins. This "flash pull-up" may answer with very light-mouthed or sharply bitted horses, but cannot be used with all and sundry—and he who would *really drive* must be prepared for all sorts of unexpected resistance and ready to handle deftly the roughest or the most gentle. Nor is this chin-touching fashion more graceful than effective, for nine times out of ten it will be found that when your horse or team is stopped by this method it is left with slack traces so near the vehicle that for ordinary precaution's sake one has to slide up the left hand and shorten the reins in order to retain any communication with the mouth. Hence the style is not practical—none is that is not useful and available under any and all circumstances—and it is valuable only as a trade-mark of the pupils of one or two instructors.

There are several methods of holding the reins in tandem and four-horse driving, and all have their merits and demerits.

They will all be described here, and the accompanying plates illustrate wherein they differ and how they act. It will be noticed that in turning certain styles afford scope for



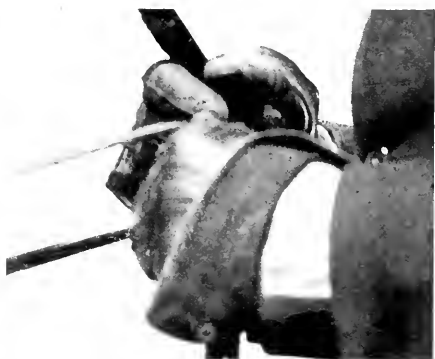
1. DRIVING ROADSTER, FULL-HAND CLUTCH. OFF REIN ON TOP, NEAR REIN BELOW: AFFORDS WIDE CONTROL OF DIRECTION BY TWISTING HAND, WRIST, OR BOTH.



2. MAKING LEFT POINT; FINGER CLUTCH; ONE OR A PAIR.



3. PULL-UP OR SHORTENING CLUTCH, ONE OR A PAIR.



4. DRIVING ROADSTER; USUAL STYLE, BUT UNSATISFACTORY BECAUSE THE TWO-HANDED CLUTCH, WHICH AFFORDS CONTROL AT SPEED, IS NOT EASILY MADE.

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wider angles (and semicircles), by the mere twisting of the wrist and by carrying the arm down beside the hip or across, than others. Whether these are the more practical styles is left for every reader to determine for himself; but it is urgently recommended that experiment be made with them all, and that no one's dictum, *pro* or *con*, be accepted unquestioned. The usual "pointings" or loopings are possible and practical with each, as the photographs show.

Nothing will be said here of "opposition" looping, because with the average horse or team this proceeding is not only useless but dangerous, in that it is extremely untrustworthy, especially with rough, hard-mouthed horses, which defy it, or with those driven much at wheel, which grow very cunning and take liberties with curbstones, lamp-posts and trees at unexpected moments. As a "freak fashion" it is well enough to play with and, as all practice is useful, not to be despised; it may be essayed, but necessary—never! You may "oppose" round thumb, round wrist, round your box-seats off ear or his neck if you like, but never *depend* upon it, and as even its most steadfast adherents do, always forsake it utterly in times of emergency and peril. The right hand on the appropriate rein, or the double-thong on the proper shoulder make a good enough "opposition" for the ordinary coachman; even the right foot comes in handy at times if you drive all kinds and "take 'em as they come!" This diatribe against "opposition" does not at all decry the normal fashion of carrying the forearm across the body or dropping it beside the thigh (see photograph)—the only objection to the latter maneuver being that, if a leader prove suddenly recalcitrant your hands must travel quite a distance to "get together," and meanwhile much may happen—for the fascination about driving tandem or four (and

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especially tandem ! especially tandem !) is that "things" are bound to "happen," nor are you usually served with a thirty-day preliminary notice !

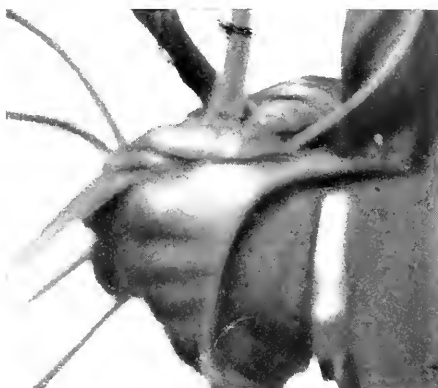
System 1: By the accepted fashion of holding four reins the near lead passes over the left forefinger; the off lead between the first and second finger, above the near wheel, which, going between the same two fingers, lies under the off lead; the off wheel going between the second and third; all passing through the full hand and being *most* closely confined by the grasp of the three lower fingers. The advantages of the system are that either pair may, by lifting the reins with the right hand and drawing them to you, be taken back easily; and by lengthening or shortening the off and near reins lying together between the first and second finger, the team may be easily kept in line and travelling straight.

System 2: In this fashion the near lead comes in over the first finger; the two wheel-horses (near wheel on top) lie together between the first and second fingers, and the off lead between the second and third, all falling thence as usual. The benefits derived from this fashion are that the lead-reins being widely separated, considerable curves may be made by carrying the forearm down to the hip or across, without looping or touching the reins; that as the off-lead rein crosses the others near the toe-board a twist of the wrist so binds them that much less effort is required in holding a fresh team or a horse that pulls; and the off- and near-side reins separate readily if two hands are necessary, as with rough teams they occasionally are.

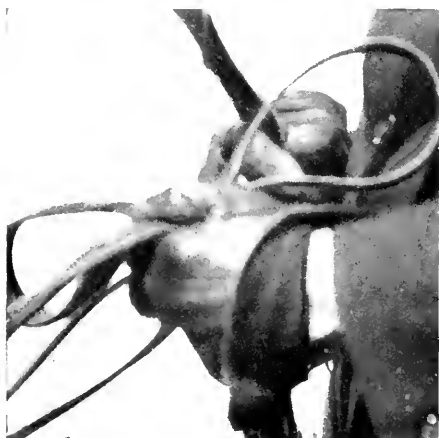
System 3: By this the two wheel-reins are separated by the second finger and the nigh lead comes in as usual over the index finger, the off lead from *outside* the little



1. SECOND METHOD OF HOLDING REINS. NEAR LEAD OVER FIRST FINGER, NEAR WHEEL AND OFF WHEEL BETWEEN FIRST AND SECOND FINGERS (NEAR REIN ON TOP). OFF-LEAD BETWEEN SECOND AND THIRD FINGERS ALL POINTS, ETC., MADE AS USUAL.



2. SECOND METHOD. LEFT POINT, RIGHT OPPOSITION



3. FOUR-IN-HAND RIGHT POINT LEFT OPPOSITION BY LOOPING BETWEEN FINGERS.



4. FOUR-IN-HAND. LEFT POINT, RIGHT OPPOSITION BETWEEN FINGERS.

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finger, through the palm and over the thumb; thus separating the leaders' reins even more widely and making curves—even a figure-of-eight—possible, unassisted by the right.

System 4: This contemplates the holding of a rein between each finger, and has no advantages to recommend it that the writer is acquainted with.

It is said that in those "good old times," of which we hear so much, the wheel-reins were just long enough to reach the driver's hand, and that they came in over the first finger, outside the little finger and through the palm of the hand, so that by opening the palm and sliding it either way an "opposition" could be developed. However, as in those days turns were few and mouths probably bad, as "cattle" were dull and underbred, it is highly probable that any fashion which afforded a good, solid grasp of the reins was to be preferred; the only impending calamity being that if a wheel-horse fell the coachee might forthwith be jerked off his box!

The Austrians have a way of buckling the lead- and wheel-reins together so that only one rein comes home to each of the driver's hands; the team being "put together" by ascertaining the length of reins which will allow all the horses to go up into their collars. All four are driven "in" them at all times, save down hill, when this arrangement takes them all back alike, and as the wheelers tighten the pole-straps the leaders slacken their traces, and *vice versa*, all turns being made, as it were, broadside on and not in angles. This appears a crude arrangement at best; but these drivers go a tremendous pace, hands widely extended and separated, whip and voice in active use—a style certainly not graceful but effective from the "git thar" standpoint.

In driving tandem the same arrangement of the reins is used as in driving four.

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In driving six, one more finger is called into use, and as the left arm is sure to become fatigued even by the mere weight of the reins, the second system will be found very useful, as it not only widely separates the leaders but allows of the off reins being readily shifted into the right hand, as comfort and occasion require.

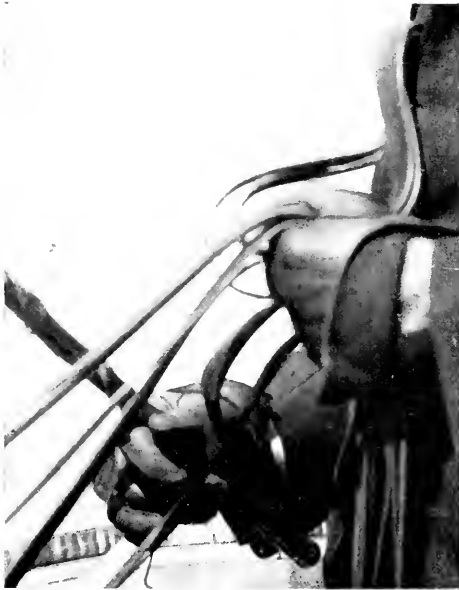
Elevation is absolutely essential to the satisfactory driving of a team or tandem, and the box or seat should be as much over the horses as possible. For this reason a coach is far easier to drive from than a brake, as the angle at which the reins run is much more acute. The mere weight of the reins in driving from a brake is burdensome after a few miles have been covered.

Even if turning at a very sharp angle it will be found best to make a rather small "point" of the lead-reins at first, and to repeat this as the leaders answer, rather than to awkwardly reach out for perhaps a twenty-four-inch loop all at one motion; besides which, if all the reins are equally tight, the leaders' mouths are violently assailed, and the sudden demand upon them causes confusion and possibly rebellion. Usually one can "give the office" by a turn of the wrist the instant before the "point" is made, which is warning enough to well-trained horses of what is to follow.

"Points" for the leaders may both be made over the first finger of the left hand and confined by the thumb, or the off rein may be looped between the first and second fingers, the body of the reins being sufficiently strongly held by the three lower fingers. "Opposition" in the same way may be caught up between the appropriate fingers, although in the case of the near-wheel horse this loop will be generally confined by the upper and not the lower joints of the fingers.



1. SIX-IN-HAND, LEFT TURN, BOTH POINTS TAKEN AT SAME CLUTCH, OPPOSITION BY RIGHT HAND.



2. SIX-IN-HAND, RIGHT TURN, BOTH POINTS TAKEN AT SAME CLUTCH; LEFT OPPOSITION BY RIGHT HAND.



3. SIX-IN-HAND, SLACKENING PACE OR PREPARING TO PULL UP. LEFT HAND ABOUT TO SLIDE FORWARD TO RIGHT.

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Practise will make all these varying maneuvers entirely mechanical and independent of the eye as far as arrangement is concerned. As the occasion arises, when expert, the eye instantly calculates the degree of the curve necessary to be made, and the hand almost automatically seizes the proper rein in just the right place, increasing the length taken up if result proves the first calculation inadequate or if the angle to be made is very sharp. Driving figures-of-eight or similar proceedings is grand practise; as it also is to have a friend beside you who will repeatedly and unexpectedly indicate all sorts of maneuvers which must be accomplished at the word. Driving through the city will furnish splendid opportunity to learn to gauge your own pace and that of other vehicles, particularly if you do not use the horn too much, so that every one gives you ample room; and it cultivates a capital eye for distance and direction, besides tending to increase coolness and presence of mind—two of the chief advantages to be gained from this amusement.

Full control of the whip should be acquired before one begins to drive at all, especially in four-in-hand and tandem work, and a coachman should be able to hit any horse, off side or near, within a foot of any spot at which he aims. While the leaders are generally touched up under the bars it is open to argument whether this system is always the best, since quite frequently a fresh or raw horse may "cross-counter" the blow and a kicking scrape may be provoked. Wheelers should always be struck in front of the pad, down the shoulders or over the ears if attempting to kick.

The short-lashed whip for single- and pair-horse driving should always be held near the ferrule, about ten inches from the butt or wherever it balances best. The blow is never a "flick," as if one were trying to crack it, but a drawing

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stroke before or just behind the pad; or if the animal is sluggish a sharp blow or two under the thigh, with a jerk of the wrist just before the point lands will punish severely. Constant tap-tapping will make a loafer of any horse; the implement when used should be applied smartly that the horse may keep in mind the fact that instant response is expected and may always respond promptly to even the mildest touch. In runabouts and road-wagons of all sorts, as being American vehicles, correctness of detail would appear to render compulsory the use of the straight whip.

The four-in-hand whip should be light and should balance well, or it is very tiring to the right wrist, and nothing is gained by mere weight of stick or thong. Double-thonged, it is a tremendously punishing weapon, and applied to a refractory wheeler under the thigh with a quick wrist-jerk at landing, it fairly seems to lift the culprit off the ground.

One should be able to catch the thong even with the eyes shut, and to do it every time; both over the head, which is rather a useless fashion, as it takes the hand momentarily too far away from the reins, and is, if the thong be missed, fatal to the head gear of passengers; or off to the right side which is neater and quieter. A mere turn of the wrist is enough, and the novice should *never watch* the lash or he is almost sure to meet it with the stick and to "chop" into the approaching thong. Make as if to throw the whip away to the right when held diagonally across the body, with an upward twist of the wrist like a reverse letter S; stop your wrist as the stick points diagonally to the right and the thong will fall into its place, a slight forward motion of the wrist, if the wind is in your face, landing the wraps of the thong well forward toward the quill. Two or three swings of the full thong the reverse way before catching will put



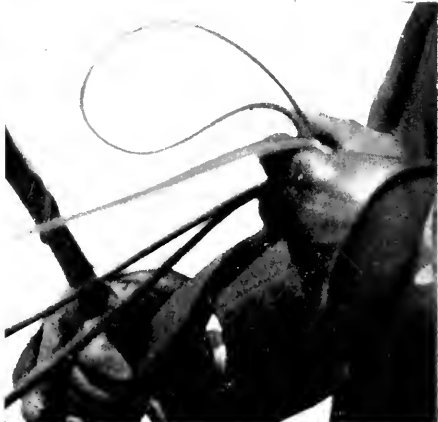
1. FOUR-IN-HAND, DIAGONAL TO LEFT BY DROPPING HAND TO THIGH. SAME WITH ONE OR A PAIR.



2. FOUR-IN-HAND PULL-UP. (N. B.—POSSIBLE ONLY WITH LIGHT-MOUTHED HORSES.)



3. FOUR-IN-HAND. DIAGONAL TO RIGHT BY DROPPING HAND TO THIGH.



4. RIGHT POINT BETWEEN FIRST AND SECOND FINGERS.

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the same number of wraps around the stick just at your knuckles, and this twist in the lash will make it "catch and keep" well, while the thong itself becomes more formidable by crossing itself just at the point where you wish to use it on your wheel-horses. Once caught, the fingers of the right hand take up the surplus thong, remove the reverse coils at the ferrule and draw the thong down snugly, either straight or with a few turns the other way; the left thumb and forefinger holding the stick meanwhile.

To hit your leaders effectively consider the wind-resistance, and when you throw your thong give it time to spin fully out before putting into it any twist or taking an exact aim. If a horse needs hitting at all, it is better to hit him two or three times, with perhaps increasing severity if the first blow is not answered, the thong being recovered by a jerk of the wrist, which brings it across the chest, or exactly back to the fingers when expert; or, if the nigh leader is aimed at, the thong may be suffered to drop, the stick being carried across the body and the trailing lash then jerked back to the hand. This is not necessary and always soils the thong. If the double-thong or the straight-thong catch in the harness, as it frequently will in wet weather, give it a chance to shake loose and do not haul at it, or you may break something.

Hitting the off leader is easy; striking the near is rather hard (at least without including in the castigation the near wheeler); but reaching the near leader from the off side without landing on any other horse in the team is quite a scientific operation, and best not essayed if any of the horses are nervous or fretful. It is a mere *tour de force* at best and not an essential accomplishment.

Catching a reverse thong is often useful when under trees or other obstructions, and this is done by simply chopping

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down into the thong as it hangs. The result and effect are precisely the same, and it is to all intents and purposes just as practical as the accepted fashion, only not quite so showy. The only difference is that, of course, the thong unwinds the opposite way.

For comfort in using and endurance in keeping the thong should be frequently wiped down with crown soap or some similar material, and it should be as pliant as possible throughout its entire length. The quill and its splicings should be kept in the best order, and the shape of the whole maintained by careful hanging when not in use. Knots in the stick where the double-thong lies are of no special value as keepers if the thong is thoroughly pliant, but on the contrary such excrescences have always a tendency to weaken the wood.



1. SHORTENING REINS; LEFT HAND SLIDING UP



2. LEFT POINT (LOOP PARTLY SHOWN), RIGHT OPPOSITION OVER THUMB.



3. MAKING LEFT POINT, OVERHAND CLUTCH.



4. SHORTENING REINS OR PULL-UP CLUTCH; LEFT HAND SLIDING FORWARD TO RIGHT

CHAPTER XII

DRIVING FOR LADIES

THE equestrian sports of driving and riding have attained popularity which is not confined to the sterner sex, and they number among their most ardent devotees and scientific exponents not a few of the gentler sex. Properly safeguarded and within reasonable limits, there can exist no reason why these amusements in all their stages of development should not be appropriate to and well within the possibilities of any woman of average health, nerve and self-possession, and from childhood up parents, guardians and male relatives generally will do well to encourage her in the enterprise—not only as opening to her a wide field for personal pleasure and the possibility of affording it to others, but as enhancing her ability and inclination to take care of herself, to form habits of quick decision, and to assist in learning patience and the control of the temper.

Safeguarded she must be, however, as well in practice as by precept, and as the first and most important step to this result she must be taught *thoroughly* every detail of harness and vehicle, their proper relation to each other and to the motive power, the horse; she must also be accompanied by a man—not a mere image in trousers, or boots and breeches, but one who in case of emergency knows what to do and how to do it. The unexpected is the only happening that is absolutely certain to eventuate, and neglect in these particulars has been the cause of more serious and fatal accidents than any other. Be her pride what it will, her

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confidence what it may, her skill preëminent, she is fitted neither by garb, nature nor habit to act "at a pinch" as a man can, and on the heads of her wilfully negligent male relatives be it if she is suffered to go unattended. Were the risk hers alone and individually, perhaps there would be little reason for interfering, especially if she were "free, white and twenty-one"; but the lives and limbs of others are worthy of consideration, and worse than ridiculous and ineffectual are excuses which are feebly offered for disasters which should have been foreseen and should, therefore, never have occurred. Helpless children not unusually form a portion of her accompaniment in her meanderings, and to these, even if not to their foolhardy elders, some measure of protection is due; or to the general public, to whom she may bring injury or death, if the worst happens and some runaway or smash-up occurs.

The average woman is not even taught how to dress suitably for such amusements, nor how to use the slight strength she has, nor compelled to develop still further the muscles involved. A woman's gloves are generally too tight, or, if they are of the liberal dimensions needful, they, by buttoning tightly at the wrist, are as cramping in effect as if they were small everywhere. Again, a woman is never taught to *shut* her *hands tight* and to *keep* them *shut*; and nine times out of ten she has no knowledge of how to handle her whip, but uses it with a "flick," or sort of snap, which old Billy, who has put up with feminine vagaries for years, may stoically tolerate, but which any strange or high-strung nag is not unlikely to resent by summarily kicking the outfit to bits and hurling her into the road. She is usually intolerant of the variation, in any steed, from ancient William's sedate and phlegmatic manners, and but too apt to attribute any



A CONVENIENT CHAISE



A LADY'S PHAETON

DRIVING FOR LADIES

untoward occurrences to the horse's evil disposition and the machinations of the man who sold, let or lent him to her. It is perfectly true that the highways and byways are full of living demonstrations to the effect that horses *are* driven safely by women daily, perpetually and amid all kinds of varying and terrifying traffic, but these incidents must be classed with those marvels of nature with which Providence provides us glimpses on every hand, and are material additions to those "seven wonders of the world" of which we have heard so much and seen so little.

Were the average woman to drive all the year round, so that hand and nerve were always in training, and were she always able-bodied and athletically inclined, affairs would be different. The summer solstice, however, is the favourite period for this pastime, and then papa or brother Tom or other relative or friend commits himself to the hands of the private dealer or the public auctioneer and acquires, in exchange for satisfactory equivalent in the shekels of the realm, a steed "warranted" in every way and to whom the words of D. Harum, Esq., "A woman can drive him as well as a man," are glibly applied. This description the vender believes to be reliable, since the animal is all that in his hands, and the fact that he is going to prove utterly unmanageable and dangerous under Mary's intermittent guidance and discipline never enters his head; so that he is generally ashamed and dismayed when the disaster which she is allowed to court overtakes her.

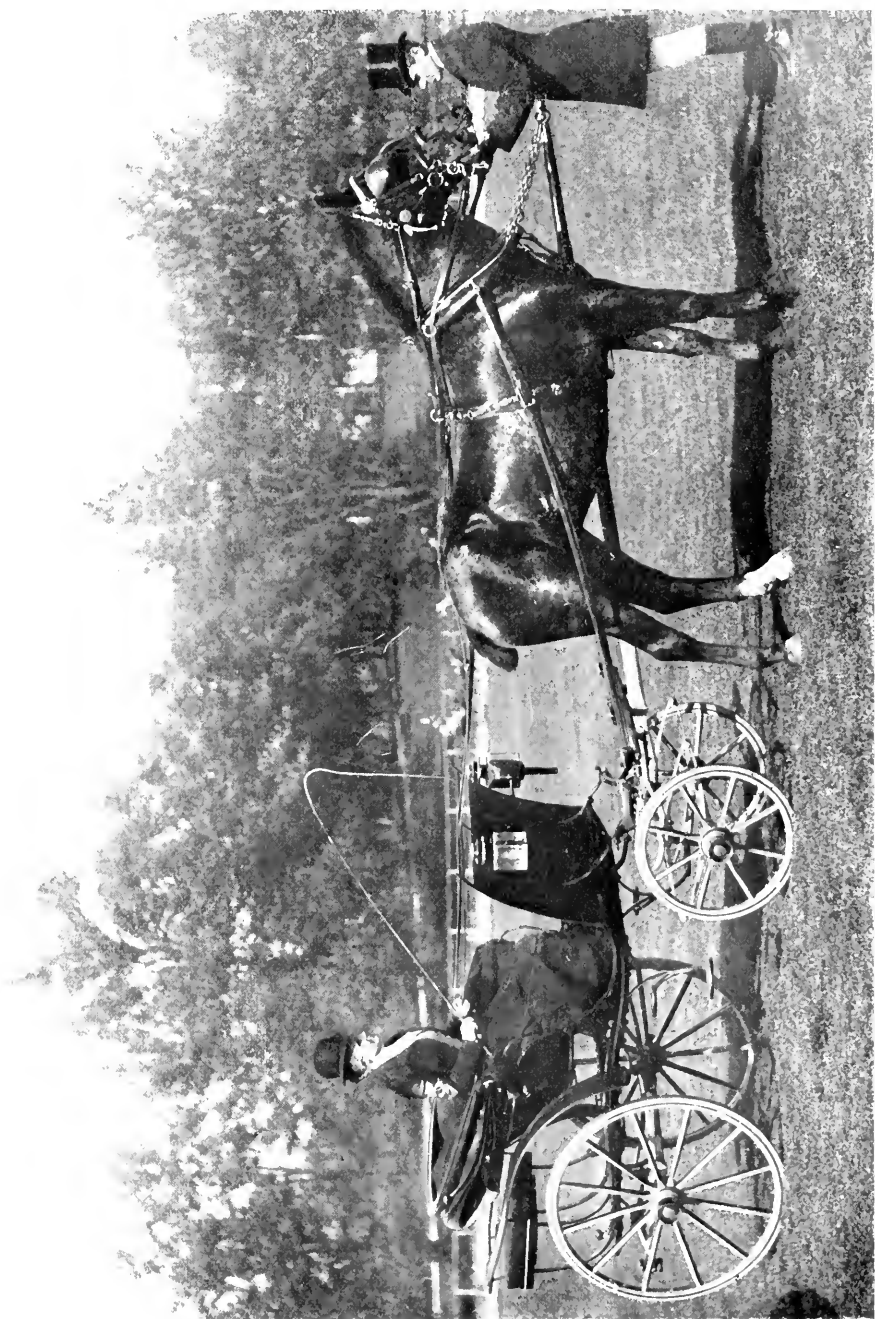
No woman can "afford" to keep a horse who cannot also afford a capable and presentable servant to attend her—that is, unless she possesses hordes of able-bodied and equally capable brothers who, brotherlike (?), are always delighted to dance attendance upon their sister. By "afford"

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is not meant the pecuniary ability to purchase alone, but the avoidance of possible accidents carelessly tempted. Properly supervised and instructed, her possibilities are great, but not otherwise.

Most women play the piano, and any one who has a delicate touch on that instrument is sure to handle the horse's mouth in the same way. The deftest touch can produce wondrous boomings from the base and prodigiously brilliant effects from the coruscations of rattling sharps and flats. "Hands" on a horse's mouth in the same way are (or is) not that feeble manipulation which is so generally accepted as such, but that instinctive yielding and returning, pressing and loosening which may in time of need be hard, rough and compelling, yet still remains "hands" in their (or its) best development. A woman succeeds wonderfully with many headstrong horses in that she handles them in this way, and does not fight them and never provokes a quarrel as a man habitually does. Her sensibility and sympathy are her birthright, and her tendencies in these respects lead her to yield in many of the immaterial little points which make all the difference between harmony and discord in running the equine scale.

While absolute safety, kindness and fearlessness are the first essentials for a woman's horse, they are not the only requisites. They, the mental, are important; but certain of the physical are no less so. Such a horse must arch well his neck (not for looks, but for comfort to the driver), thus yielding readily his head and mouth; and that mouth must be pliant and level. He must be sure-footed, for no woman can hold him up if he makes a really bad blunder (nor can a man, for that matter). He must be of moderate size, as suited more perfectly to the average lady's trap. He must



FOR TOWN OR PARK

DRIVING FOR LADIES

be free and active, not a dull pig of a beast. He must "go where he looks, and look where he goes," as the dealers say; he must be of a dark colour, as not defiling a dainty toilet with his hairs and he must be at least fairly good looking and stylish. Whether there is one, two or four of him the same remarks apply to all, and generally his utility is in inverse ratio to his size.

There is nothing unladylike in being able to put on and put together every part of the harness—on the contrary, one's proper pride should compel not only the acquisition, but frequent rehearsal, of this knowledge. You take interest in the fit of your gowns; why not in the clothes of your horse? Certainly, if you do not, you are never to be trusted for a moment alone. The process is neither complicated nor disagreeable, and if it is worth while to practise years to learn to play the piano, surely it is worth a few hours' investigation to understand the toilet of your cob.

Driving tandem and four-in-hand have never seemed quite appropriate for a lady's undertaking—unless she invariably has a man on the box beside her. Alone on the driver's seat with two grooms behind she is not to be easily succored if accident befall—and while horses may go all right for three hundred and sixty-four days, they may perpetrate any outrage on the next. A woman is not apt to give up if she finds herself overmatched until too late, when strength and presence of mind are both gone, and nowhere does this seem as suddenly or so completely to happen as on the box, nor is any sensation or realisation more wholly terrifying and disconcerting. Such a trifle may make all the trouble, it comes to a head so instantly—almost without warning—and is generally so serious when it occurs. An annoying fly, a tight back-strap or check, a touch of the

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lead-bars, a suddenly turned vehicle in front, any startling sound or sight—and the thing is not doing but done. Male relatives who allow this amusement unsafeguarded are either astoundingly confident in their horses and in the ability of the fair driver or culpably negligent of her life and of the lives of others.



FOR THE EXPERT

CHAPTER XIII

BITS AND BITTING

THE matter of biting the heavy-harness horse has not as yet in any country received the attention and the intelligent consideration that is justly due so important a detail. More or less has been written concerning the manipulation of the saddle-horse and hunter, but in harness matters there is much to be discussed, and the proper adjustment of the bits, etc., is, in these days of forced and extravagant action, hurried education and heavy-handed drivers, an extremely delicate operation, and worthy all the strength of argument and observation we can bring to bear upon it.

We are prone, when we undertake to "mouth" the heavy-harness horse, to at once "overbit" him, and to carry the process to a needlessly severe and even cruel extent. When we adopt in addition the modern and regrettable fad for severely gag-checking him, the ensuing discomfort and even agony to the poor brute may be approximately imagined. That horses balk, rear, kick and throw themselves both during this educational process and afterward as well, if occurrence awakens painful recollection, is little to be wondered at.

Did you ever weigh a pair of ordinary driving-reins? Have you ever figured out the "foot-pounds," to use a mechanical term, which the mere weight of the reins from your hands to your horse's jaw represents in pressure upon that most sensitive and delicately constructed surface? Will you not go to the stable, open your favourite's mouth and

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examine that marvellously constructed membrane, as thin and delicate as tissue-paper and full of the most sensitive nerves, upon which the bit rests, and the jaw-bone upon which the curb-chain falls, barely covered with the thinnest skin? Surely, afterward you can but take the deepest personal interest in the matter of comfortable and humane biting, and certainly you will refrain from ever jerking a rein or even suddenly moving the bits lest you hurt a surface so delicate and cause pain to an animal so patient and so humbly anxious to please.

No horse was ever born a puller, and every such a one has been made and educated in his fault by ignorant or careless and cruel handling. Physical malformation—as narrow jaws, thick necks and heavy forehands—renders some animals less amenable to easy control than others and prevents the acquirement of the conventionally accepted arched neck and perpendicular face. Such horses can yield only in a slight measure, and persistence in attempting to force upon them the impossible can have but one result, and make them pullers, possibly of a desperate and scientific type. Attacked by the severe bit and tight chain in an increasingly severe manner, forced up to this torture by the whip in the mistaken attempt to make them bend themselves, they quickly find that if they pull hard enough for a few moments the ligature of chain about the jaw will destroy all sensation, and they figure out that of the evils confronting them this is the least. Or they catch the arm of the bit with the lip or the nippers, and prevent thereby the chain from having its full effect (this, of course, cannot be done with the “elbow bit”). Persistent efforts to overcome their stubbornness (?) meet with scientific resistance, and finally one has an accomplished puller on hand, who can defy any

BITS AND BITTING

combination of appliances to make him drive comfortably, and who has acquired his proficiency through a thorough tutoring in the most appropriate methods of resisting control.

That these results do not oftener obtain appears, on reflection, astounding, when one realises that we drive every height, weight and shape of heavy-harness horse in bits of one and the same pattern. Occasionally a "port" is made on the mouthpiece and the cheeks are varied in shape a trifle; the mouthpiece may be larger or smaller, and smooth upon both sides or only one, but with these immaterial variations every equine, from the eleven-hand pony to the seventeen-hand coach horse, is expected to go pleasantly, lightly and cheerfully in one and the same bit, and that, generally, too wide for his mouth, improperly placed and roughly handled! Truly, we are fortunate in not receiving more generally the reprisals which are justly our due.

The American light-harness horse has, as a rule, a wonderfully pliant and pleasant mouth, and carries himself like a gentleman at all paces and in all places. His manners and general docility and good temper are the marvel of all foreigners who come in contact with him, and have won for him the high esteem in which, world-wide, he is held to-day. To this result nothing has so successfully contributed as the intelligent and humane methods evolved by our trainers and handlers for biting and mouthing the trotting-bred horse, and the success accruing is an eloquent tribute to their progressive and wide-awake systems. In heavy harness we use practically the very same bits which were in vogue a hundred years ago, and the entire harness, indeed, is virtually identical—yet we gravely discuss appointments and develop overpowering fads in relation to it, endeavouring to faithfully reproduce the general effect of

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equipages long ago in vogue, and while elaborately arguing pro and con, clips here and rivets there, buttons yonder and rosettes nearby, overlook entirely the vital defect in our "steering gear" by adhering to the same bits as our great-granddaddies used and abused. We demand electric machinery to handle the rudders of our vessels, yet steer our horses, so to speak, with a "jury-rig" bit!

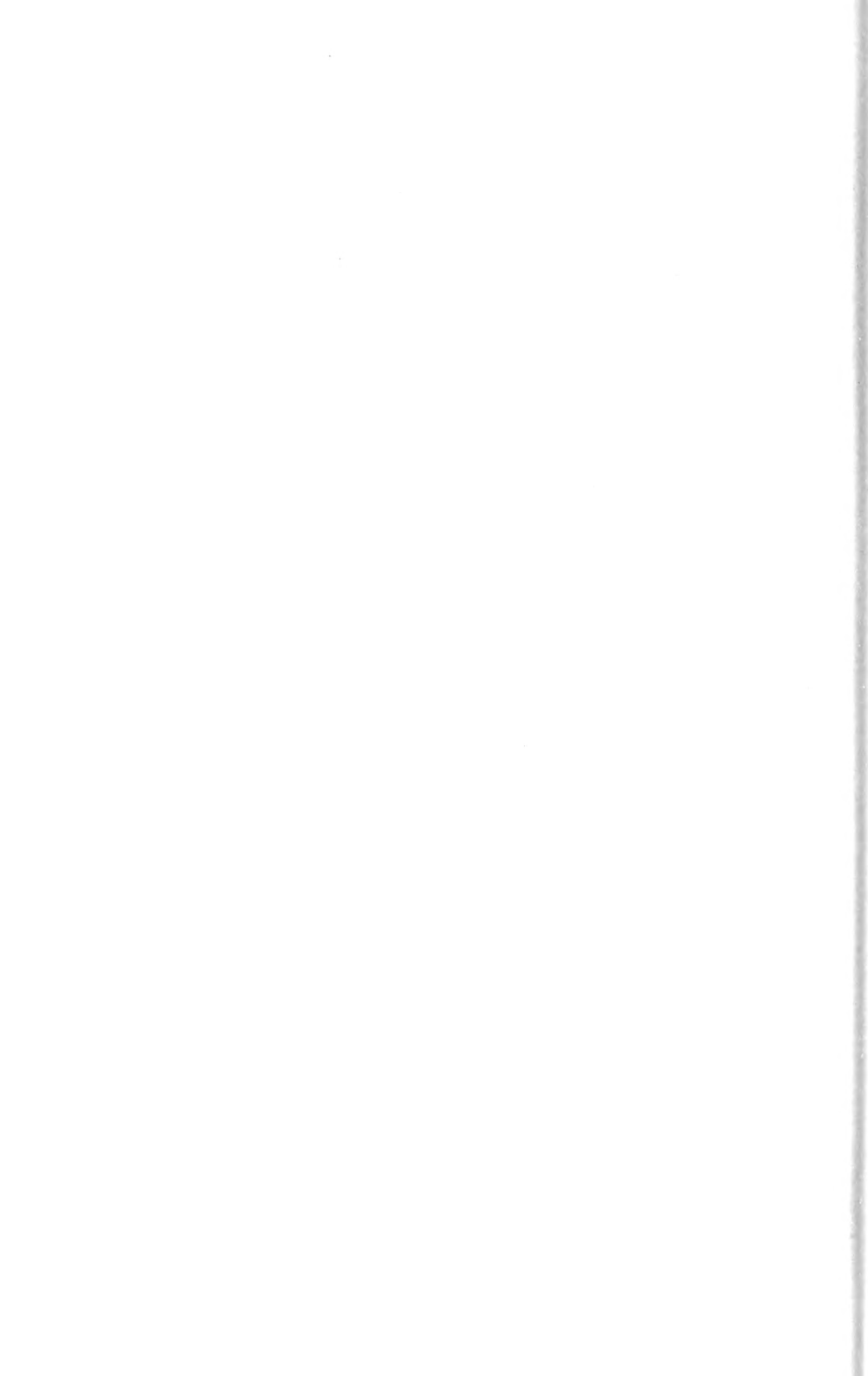
Visit a trotting-trainer's or colt-breaker's stable and you will find that he has bits in great variety; that he fits them carefully and snugly; that he anxiously experiments with each individual until he learns just what suits him; that he forces his horse to keep his mouth closed and his tongue under the bit; that he can readily, and with one hand, drive any of his charges in a "figure eight" of small dimensions; that they back at a touch, stand at a word, and turn at a pressure very slightly given; that, in short, they are, and will remain while bitted as he bits them, pleasant, light-mouthed animals, a comfort to drive and a pleasure to own.

His bits are all snaffles—various in form and attachments—but units in that they are comfortable and attain their effects not by punishment, but by frustrating the various idiosyncrasies of their wearers. Jointed, straight, leather, rubber, pneumatic, chin-strapped, jaw-strapped, overchecked, side-checked, etc., in endless variety of combination, they effectually combat the vagaries of even the most persistent.

Of all details of the heavy harness, the nose-band is the most important and the least considered. Intended as a most efficient aid to the handling of the animal, it has been allowed by the carelessness of the harness-maker and the ignorance of the amateur owner and horse fancier to degenerate into a mere ornament, and, as usually supplied to-day, it is placed so high upon the nose that some of its



TANDEM WITH BARS FOR LEADER. A VERY CONVENIENT ARRANGEMENT



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power is lost, and is so constructed that it can rarely be made, even after a liberal use of the harness-punch, to fit snugly and yet comfortably, or, when tightened, to fulfil its office of keeping the jaws closed. If we use this instrument at all we usually wait until the fault has been committed. The horse has learned that by opening his mouth he may escape partly the effect of the bit, and an idea has been allowed to enter his brain which should never have found lodgment therein. From the very first every horse's mouth should be nose-banded, as should every colt's, and were this always done "tongue-lollers" and those which open the mouth widely would be unknown. We forget that the whole plan of horse education is based upon the principle of deceiving the horse as to his powers and ability to resist our demands upon him, and that results are in proportion to our skill in thus hoodwinking him by methods which we should actively resent in relation to ourselves. Thus, if an animal is never allowed to open his mouth when bridled, it will never occur to him to do so—just as your properly halter-broken colt will stand when tied with a string, or the bronco will remain immovable if the bridle-reins be thrown over his head. In the same way when the light-harness horse is about to assume the duties of the more fashionable "heavy leather" and face his new style of bit, he should be nose-banded from the first and never allowed to get away from—or "behind"—it, and it will be found that, like Kipling's engine, he "finds himself" much more quickly thus caparisoned.

The nose-band properly secured will allow any horse to be much more lightly bitted, and with it the half-check and rather slack chain prove as effective as the middle bar; or, if more power is required, the bit may be dropped or

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elevated, the chain tightened, loosened, roughed or smoothed, or chamois-covered, the bit itself perhaps rubber or leather-covered, but the reins always in the half-check to the last gasp, or the equivalent alternative adopted of using a "port" bit. The middle bar is rarely necessary and the lower bar never; in fact, the latter is not inappropriately named the "duffer's hole" or the "deckhand's refuge," and if seen to be in use the jehu may be, if a professional, safely set down as the gardener acting as an understudy for an invalid coachman, or, if an amateur, as Mr. Tyro, a near relation to the celebrated Indian chieftain, Young-Man-Afraid-of-His-Horses! The "lower bar" is an invention of the Old Boy himself, and its abuse, upon which those Society for Prevention of Cruelty to Animals agents placidly gaze every day in every city, inflicts more suffering than all the "burrs" over which the society goes into uncontrollable hysterics.

A horse's bit should fit him and be as wholly his as his collar or his shoes, and there is no possible excuse for any other course. As part of his "clothes" it is your duty and should be your pride to see that the measures are exact. As commonly made, bits are too long, and not a few are an inch or more in excess of the width of the mouth. This extra width should be taken up by leather "cheeks," if one does not care to invest in new bits, and a supply of these leather disks should always be on hand in the harness-room or in the pocket, that they may be slipped on if necessary, and also because one may come upon a brute which lunges or bores awkwardly about or drives upon one rein, and if he has ever worn a "burr" to correct these habits the application of a plain leather cheek may keep it in mind that the "burr" was uncomfortable if leaned upon, and this reminder may keep him up in his place.

BITS AND BITTING

The mere dropping of the bit for a hole or two, or its elevation by the same distance, sometimes works wonders, and it is also a fact that many an animal which gets its tongue over the bit persistently when it is pulled up high in the mouth will never try to do so when it is dropped very low, and it can be run both sides at pleasure, the reason being that it affords a cushion for the bit to lie upon, and when this rests in a new place the sensitiveness of the bars renders this protection comfortable and necessary. Try this on your "tongue-lollers" and see if most of them do not abate the nuisance if thus arranged.

It would seem perfectly possible and practical to apply to the Liverpool and "elbow" bits, now so generally accepted as the best shapes for heavy-harness work, the jointed mouthpiece of the plain snaffle, or at least to curve the mouthpiece now used that the action upon the bars, etc., might be more direct and less disconcerting. The ordinary shape produces an effect most confusing to the "green" horse, since as we pull upon one rein and produce a pressure upon the *lower* jaw of one side we make a corresponding impression upon the *upper* jaw of the other, and the animal's amazement at these contradictory signals is plainly evidenced by his delay in responding or in complying at all. This the jointed or curved shapes would prevent, and the effect would be almost precisely like that of the ordinary light-harness bits. Another effect of the pressure upon the upper jaw, where the overdraw check bit has always rested, is to make the animal elevate his nose as he has always been forced to do. To this the effect of the curb-chain adds, since hitherto the chin-strap of light-harness days was always associated with the overdraw check and meant "Hold up!" while now the animal has to learn that it means "Hold down!"—nor

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is he permitted to figure this out by degrees, but instant compliance is demanded of him, and he is forced by whip and voice forward against a bit that gives as many contrary signals as a raw soldier with a "wig-wag" signal flag, bruising terribly his tender, sensitive bars, and not improbably laying the foundation for deep-seated injuries to the jawbone, only to be relieved by the sloughing of the lacerated parts or severe surgical operations.

A heavy covering of leather, or preferably of rubber, acts well, and the thicker such a bit is the better. Many a determined puller will "let go" the moment he finds he is not to be hurt and comes into his bridle as well as any horse. Others do not fancy the taste of flannel or cloth and go pleasantly in a bit frequently or daily recovered with it. The tongue must, of course, be kept under the bit in some way, even if it has to be tied down, for no horse who persistently carries it above the iron is safe in heavy leather. A long and wide "port" made of leather may be sewn upon the mouthpiece, but generally if just the right spot is found for the resting place of the mouthpiece there will be no trouble from this source.

Driving upon one rein is an annoying fault which arises generally from sharp and neglected teeth (wolf-teeth)—the fact that the animal has been injured upon the side with which he pulls; that he has worked, closely coupled, in double harness; or that he has successfully resisted efforts to turn him in a certain direction and acquired a stiffness upon that side; or that some physical defect makes it painful for him to progress otherwise. The operation of "suppling" such an animal all over again is tedious, and, at his probable age, very difficult, and horses are too plentiful to make it worth while to try. Experiment will sometimes discover a

BITS AND BITTING

way to change his manners, and he must never be allowed to really take hold of you, but be handled with a very light touch that is never steady; governed and turned by a series of light and almost imperceptible pulls, which allow him, as it were, nothing to brace against, and are constantly varying in both force and duration, so that he never knows what is coming next; driving circles to each hand and "figure eights" occasionally if circumstances allow, and shifting his bits and their placings constantly.

There is no reason whatever for our steadfast allegiance to the accepted shapes of harness bits, and but that we have all fallen victims to the craze for so-called "correctness" we should long ago more generally have recognised the virtues of various forms of others. In fact, it is by no means certain that we are right in controlling the horse by the bars of the mouth, and the contrary is susceptible of demonstration. Various contrivances acting upon other portions of the jaw and face have been tried and patented, but have naturally found little favour. One was called a "facial muscle" bit, and consisted of two long arms (connected by a bar passing under the chin) which passed up inside the cheeks and next the teeth, the mouth itself being empty. It is a fact that a number of desperate pullers were overcome by this arrangement, since they had nothing to take hold upon—although whether this effect was lasting is not recorded. Other arrangements acted upon the nose and face, but one and all found violent opposition, provoked much derision, and passed into obscurity, their practical value quite unexploited, if, indeed, they had any such merit.

Of course, to be successful, any system of biting must be accompanied by suitable manipulation and the possession of "hands" in delicate development upon the part of the

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tutor. Such "hands" are really, after all, two-thirds of the whole business. The value of a theory consists in the competent application of it in practice, and a "poor mechanic always finds fault with his tools." The driver who is eternally altering couplings, bits, etc., either does not himself know what he wants and is trying to do, or else is "playing to the gallery." To the good man they "all look alike," and while he will find that some go more pleasantly than others, he will get along at least uncomplainingly with anything that wears horsehair, and that with the least noticeable effort.

Pace has a lot to do with mouth and manners, and equine peculiarities in this respect must be considered or no system of biting will prove effective. Your judgment in this respect is not infallible, and your horse is entitled to his opinion on the matter, which you will do well to heed if you are to continue amicable relations. Thus your preference may be for a very leisurely exit from the stable and a walk or very slow jog over the stones and asphalt to the park. Your horse, however, is fresh or nervous at some strange noises, or "jumpy," as you sometimes feel yourself after a long night, too many cigars, and that last "high ball" you did *not* need. He wants to go on, and, after the fashion of tyrannical man, you insist that he shall go your pace. You pull, he pulls, and he makes a discovery hitherto possibly unknown to him—that you are *not* omnipotent and need *not* be implicitly obeyed. This trouble of your own seeking results not improbably in your discomfiture. It irritates many a horse to be restrained for the first half-mile or so, and he is disagreeable all day if interfered with, charming if humoured. Hunting men all recognise this peculiarity in the eager hunter, and it is exactly as usual

BITS AND BITTING

in the harness horse, but, in his case, combatted vigorously. Mutual pleasure and good-will depend upon mutual concessions, but the horse *must not suspect the privileges allowed*, for there can be but one master, and you must maintain that position.

While we speak of a horse's "mouth" being made, and of the pressure upon the bars as the all-important element in directing his progress, we overlook entirely the main factor—the tongue—and its duties, not only as a cushion, but as a means, through its sensitiveness, of conveying the indications of our hands. That it is this organ to which we must attribute nearly all the sensitiveness of the animal's mouth is proved by the fact that if it gets over the bit control is at once minimised or entirely lost. This elastic cushion it is which is constantly in play to lessen the effects of sudden pulls, and by the stiffening of its muscles to yield just the proper amount of resistance or compliance. No system of biting is complete which does not pay special attention to the tongue.

The difficulties of biting are accentuated when we drive horses in varying combination—as in pairs, fours, etc. Length of body and of neck need due consideration in coupling a pair, and the diverse natural carriage of the heads must be allowed for. Much trouble is caused by oversight in this particular, and horses fret, pull, sulk and wear out very quickly when wrongly put-to. The short-necked horse, if the freest, will pull hard, and the lengthier mate will be equally inconvenienced, while many a long, loose-necked horse has had to suffer agony and finally be made a puller because his short-necked mate, coupled evenly with him, could by no anatomical means come up to the level of his comrade's mouth; while the former's length of body in similar

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cases caused him always to appear behind in his work and to be overdriven in consequence. Length of traces and of pole-straps have almost as much to do with proper "putting together" as coupling, biting and checking. Fully one-third of the stress of any biting where the curb-chain is brought into play falls upon the horse's poll, as the angle of headstall, bit and rein shows, and beyond a few crude manipulations we make little effort to really bit a horse, but class him as well-mannered or a puller according as accident or his temper displays his qualities. No puller was ever born, and there is always a reason, anatomical or spiritual, for this defect in any horse—generally anatomical. Such an unconsidered trifle as the angle formed between the mouth and the hames-terrets does not suit every horse; and if the reader will stop to think he will probably recall horses that drove comfortably in a breast-plate or Dutch collar (without terrets), yet never studied the reason. We try to make any bit fit (?) any mouth, yet half of them are too wide or too narrow for their wearers. Many bits are worn too high, others too low. Many chains are acutely painful, and straps or a chamois covering will work wonders. There is a certain bit for every horse, and it is your duty to discover and supply it. Rubber or leather coverings are essential to some, and they will pull furiously at anything else in order to deaden their mouths and escape the torture they feel or fear. Changing the balance by various ways of shoeing greatly helps some horses and enables them to find their centre of gravity without leaning upon the driver's hand; and others are unbalanced in two-wheeled vehicles yet go evenly in those with four. Altogether, a queer-tempered, hard-pulling horse affords a rich field for study in the effort to overcome his peculiarities, and there

BITS AND BITTING

is no better school for the ambitious beginner—or experienced coachman, for that matter—than that of trying to circumvent his idiosyncrasies.

Good mouths and competent biting, then, depend as much upon ways as upon means—upon methods as upon instruments. The simpler these are the better, and the gist of the whole matter is that the mouth must be kept closed and the tongue in place from the beginning, and that every effort must be made by delicate handling and comfortable arrangement to put the animal as much at ease as possible, to humour his vagaries where practical, and to control him always by the most direct and simplest possible combination of bits and biting.

CHAPTER XIV

APPOINTMENTS

CORRECT appointment may be defined as genuine harmony of detail and outline, quietness of colour and ornamentation, and appropriateness of animal, vehicle and equipment in every *essential*, resulting in the *perfection* of good taste, inconspicuous in every point, yet competent for the purpose intended. Thus "turned out" one is correct beyond dispute, and some day we shall recognise this, and cease splitting hairs over the absurd issues which are to-day held paramount in these particulars. Since the inception of the horse show as a fashionable fad, and the establishment by our wealthy amateurs of equipages of more or less pretentious appearance, these matters have furnished food for arguments of the most heated description, and we have, American-like, not infrequently rushed to extremes as ridiculous as they are unworkmanlike, swallowing wholesale the camel of dictatorial selection and straining grievously at the gnat of common sense appropriateness. True elegance is attained by shunning in every detail the flashy and bizarre, and by presenting the same graceful unity of flowing lines, dark colours and inconspicuous ornamentation in our equipages which we evince in our dress, not only preserving thus our own self-respect, but also forestalling the ridicule of carping critics, and furnishing to the world an object-lesson which is also satisfactory to one who has a genius for taking those "infinite pains" in providing himself with the conscious-

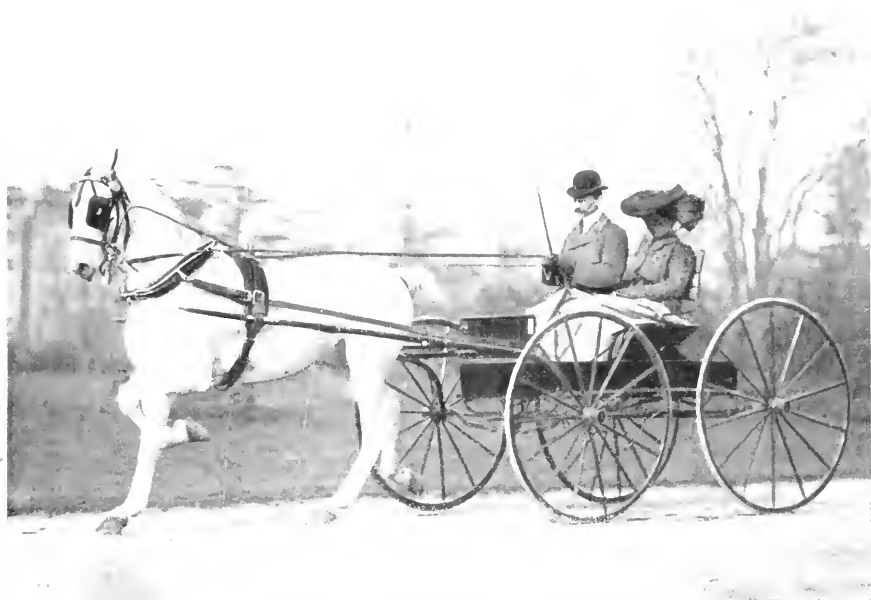
DRIVING

ness that, let fashions change and contort as they will, he is always up to date.

The ceremonious functions of foreign courts of course demand, as a means of identification at courtyard or palace gate, thoroughly correct appointment, not only as to equipage, but also as to the proper display of the family badge or crest, etc., on blinkers, pads, loin-straps, vehicle, etc.; and without all these insignia, properly placed and easily distinguishable, no vehicle passes muster, but is forthwith ordered out of line and sent home as not properly attired.

So far as show-ring competition goes, it would certainly seem that these classes should be open only to amateurs who must own their entire exhibit, and display, therefore, only what they practically and regularly use.

To be properly equipped the ambitious amateur cannot do better than to place himself unreservedly in the hands of any first-class carriage and harness-makers, explaining to them his wants, and bearing in mind always that to be thoroughly *comme il faut* the styles he selects must be suitable to his age as well as to his means, and that when he chooses his servants and horses he must preserve the same harmony of detail. Thus a stout old gentleman and his equally portly better-half are hardly in harmonious surroundings when occupying a smart brougham drawn by a flash-going horse and driven by a dapper young man; nor will the young horse-owner do well in selecting a heavy family brougham, solid and steady horses and the heavy-weight middle-aged coachman appropriate for the uses of his elders. He who invests should keep in mind all such particulars—which are among the genuine *essentials* of good appointment—and follow them throughout all his purchases; remembering that, as an elderly man, he has no use for a



RUNABOUT CONVENTIONALLY APPOINTED



RUNABOUT APPOINTED AS IT LOGICALLY SHOULD BE IN AMERICAN STYLE

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smart runabout, and no horse proper for it, and that, as a youngster, the ponderous gig, or buggy, and correspondingly heavy harness will be quite out of place in his stables or at his door. We are, when using them, also a part of our equipage, and the "eternal fitness of things" does not all halt at the mere horse, carriage and harness—the setting, as it were, to the attractive *ensemble* we should desire to present.

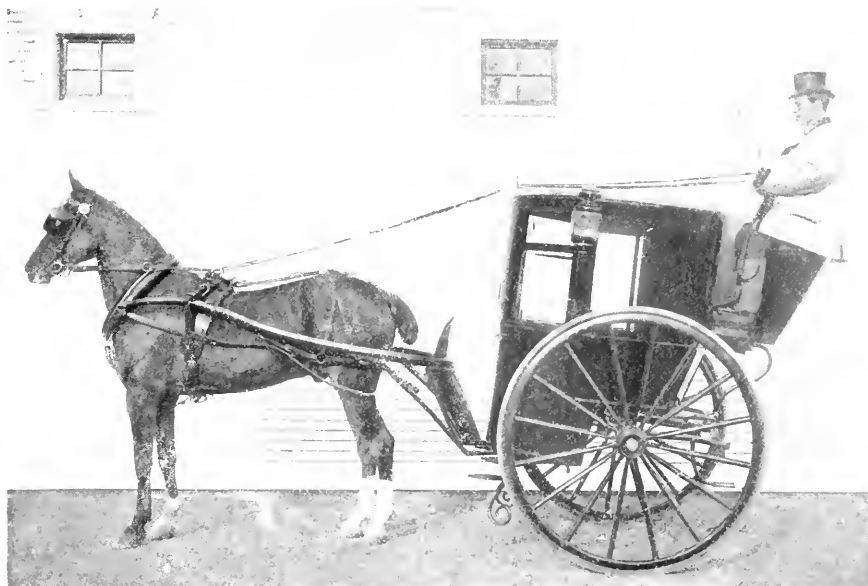
Again, the figures and faces of one's servants appear conspicuously in the foreground of the picture we aim to display, and too much care cannot be exercised in regard to them; nor does any other feature do more to secure that harmony of detail for which we strive. A man is known and classed as much by the servants he keeps as by his other equipage, and in figure these should always be smart and "genteel," in countenance presentable, in posture graceful, in clothing neat, and in manners and bearing unexceptional.

Having then decided upon the establishment of a family equipage, what arms, badge, knot, rebus, monogram, initial, etc., shall we use to adorn and to distinguish our appurtenances from those of others? Broadly speaking, there is no proper reason in American equipage for the display of crests—or coats of arms (an anachronism upon harness or carriages at any time), and those of us who can perchance lay claim to some sort of family badge are among the most reluctant publicly to do so. Badges are absolutely a matter of personal choice, if the hereditary right to one be lacking, and any one may devise for himself and, as it were, copyright any pattern not already claimed. These badges are in use very much more generally and are of a more flamboyant style than good taste approves, and if they are used at all only those of an inconspicuous design and modest size should be dis-

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played, the monogram or initial being far more neat and appropriate. These insignia have their appropriate places only upon the door-panels of the vehicle and upon the rosettes, face-piece, blinkers, breast-plates (or standing martingale), frogs, saddle-skirts and fillet-straps, never exceeding about three-quarters of an inch in size. No scroll-work or fancy designs, no twisted metal hames and terrets, no flaming brow-bands have ever any place in the modest man's equipment; no fancy stitching, light-yellow collar linings, etc., but all quiet, to somberness, even in the details of the most offhand and nondescript equipage. Above all should the various contraptions with which American carriage-makers have flooded our markets be tabooed—those hideous vehicles which open and close here, there and everywhere, and transform, by pushing this and pulling that, into everything from a hencoop to a dining-room table. Neither on the score of utility, good taste or ordinary common sense have these products of a diseased imagination any place in a gentleman's stable, and the standard types in carriages and harness are the only ones worthy of patronage or really fit for the purposes intended. Nothing more genuinely convenient, elegant, comfortable and easy of draught has been devised than our accepted styles in fashionable vehicles. Of course, our native styles, as the rockaway, carryall, buggy, exercise cart, etc., have merits of their own which, for the purposes intended, are unsurpassed, but our manipulation of *all foreign* styles has improved them, externally and internally, to an incalculable extent.

As the ambition of the average would-be owner and his good wife tends first toward the "setting up" of a one-horse brougham or victoria, perhaps these should be the ones first considered in the lists of appointments which will here be



A PRIVATE (FRENCH) HANSOM - APPOINTED



A PRIVATE HANSOM - APPOINTED

APPOINTMENTS

briefly summarised—not dictatorially, nor as more than a general guide to accepted good taste, and as a record of what has received the meed of approval in all our show-rings as being the “correct thing” in appointments. Various details may be modified by the owner—as omitting bearing-reins, housings, brow-bands, rosettes, etc., from a lady’s vehicle, turning out with one man on the box, etc.; but while these departures are general, they are “out of drawing,” and he who allows them cannot rank in the first flight of the correctly appointed. A man’s equipage may “leave off” almost anything—in fact, “everything on” for a lady’s use and “all possible off” for a man’s use is perhaps as apt an epitome of appointment as one can desire.

THE SINGLE BROUGHAM

Of accepted pattern and easily flowing lines; not exaggerated as to style of door, windows, etc.; proportioned to the size of horses kept; if intended for occasional use with a pair, rather more solid in effect than if always to be used with one horse; rubber tired; metal rim to coachman’s seat and on door handle; dark colours; no striping or light painting of wheels (as red, yellow, etc.), unless these colours are already adopted and the equipage ultra-smart; lower panels painted to match seat-covering, livery and robe; shaft tips black (japanned); servants in full livery (breeches, boots, etc., as described elsewhere) unless footman is carried. This servant is, however, usually noticed only on the box of an open carriage, as a victoria, caleche, etc., although, as essentially a lady’s servant, he is always in place upon any lady’s carriage. Great coats and robe if weather demands; rain-coats under seat; carriage umbrella in boot; robe like lining for occupants; clock and conveniences in receptacles pro-

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vided; windows or shutters up when going to or coming from home, and lowered when waiting for master; always two servants, groom standing at hinge side of door, robe over left arm, when waiting.

Harness black; double lined; brass or silver trim according to vehicle, brass being perhaps the smartest, but silver possibly more elegant and less usual; twisted furniture *never* proper; all buckles square, and single, with single billets; bridle, square or D-shaped blinkers; pulley or French bridoon, bearing-rein, double-ring drop attached to crown-piece; Buxton bit; single link or square metal brow-band according as D-shaped or square blinkers are used; flowers in headstall rather neat; collar, Kay or rim; hames, anchor-draught, jointed terrets, plain tug (no clip nor rivets showing); billet for trace of one piece, but never metal; chain and ring plated like harness; standing martingale from pad-girth, through kidney-link ring to nose-band; pad, straight; Tilbury tugs; hook, never post, for bearing-rein; breeching; brown reins; badges, monograms, etc., as described. Horse of size to correspond with brougham, of fine presence standing, and dignified lofty carriage, long and wide, dark colour, no (or very little) white; a dip in back is graceful; good bone; moderate pace (at least eight miles); good, true, all-around action, active, well-mannered. Servants of age and figure to correspond with vehicle and owner, etc. Such details are trifles, perhaps, but one should always bear them in mind in the establishment of an equipage, with a view to the eternal harmony of things. For the

BACHELOR BROUGHAM

one man only is permissible, and the harness *may* be deprived of all its "unnecessaries," even to the breeching (although



A "BACHELOR'S BROUGHAM"

APPOINTMENTS

this is reckless, unsafe at times in hilly streets, and therefore properly always used). This is the "utility" or man's brougham as distinguished from that of the lady, and while the same regulations as to quietness and elegance are preferable, a lightening of effect by faint striping of the running-gear is not objectionable. The horse for this should be very smart, and flash, some white is allowable, and its colour may be anything. The servant should be young and trim—the general effect of this equipage making for smartness and dash as against the solidity and quiet elegance of the lady's carriage. Rosettes are by no means allowed upon the harness, but flowers may be worn in the brow-band.

The interior fittings should be such as a man would need in contradistinction or in addition to what the lady's carriage contains—as match-box, cigarette case, etc.

THE PAIR-HORSE BROUGHAM

is the same in all details, including horses, servants, etc., as the single brougham first described, except that—if always to be used with a pair—it will be proportionately heavier, as will the general effect of the harness, which resembles in general that of the wheel of a park four-in-hand, etc.; 15.3 is *big* enough, *single* or double, for anything, and an inch or so less not unusual, but the very quick-stepping phaeton-horse type is hardly proper for brougham work, although, of course, a brougham horse should be able to make haste a little if late for luncheon, theatre, etc.

Victoria (cabriolet), Single and Pair Horse.—Everything the same as for single or double brougham, save that the pad is much lighter and narrower, blinkers smaller and D-shaped. Most critics contend that for *this carriage alone* and for pair-horse work are cloth housings, silk

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brow-bands, rosettes, etc., admissible, but the point has always seemed ill-taken. Allowing that the victoria (or, ill-named, cabriolet) and the caleche are distinctively feminine carriages, the brougham is, by the necessities of our climate, as essentially hers, and should it not be as fully dressed? As distinctively full-dress, such appurtenances seem essentially feminine, and as not only *allowable* but *demande*d by all the arguments of good taste. We must admit, in spite of our fads in these connections, that harness-makers know something of their business, and why do they provide such things if they are "only to be used before the victoria or caleche"? We need definite decisions upon these much-disputed points, and arguments for or against the use of these trappings in all feminine connection need ratification upon other grounds than those of mere personal prejudice or caprice.

THE PARK DRAG

Always dark-coloured, and if two colours are combined they should be very quiet and harmonise well. The metal mountings are the same as on harness. Badges are hardly appropriate, but may appear; monograms, instead, are proper on door- and boot-panels. The hind seat is on curved iron braces, has no lazy back, and accommodates only the two servants. The vehicle has a perch and collinge or mail axles. The body and the hind boot are always alike in colour, while the box-risers, the toe-board, etc., are like running-gear; the cloth of seats matches predominant colour of vehicle. The hind boot door is hinged at the bottom. The lead-bar and main bar (screw-heads up) are attached to back of dicky seat, the latter on top. There are no luggage straps, etc., on roof. The "imperial" is never carried save when actually



BROUGHAM AND PAIR

APPOINTMENTS

conveying a lunch. The interior linings are of leather or cloth, and there are the usual fittings of hat-straps, pockets, lamp-sockets, etc., the lamps being carried inside during the daytime. All aprons and rugs are carried, neatly folded, on the front seat; the shutters are down. The lazy-backs on gammon and back-gammon seats are down, unless in actual use. The skid hangs on *near* side and is applied to *near* wheel. The harness *should* be used complete as furnished, although in practice housings, loin-straps, etc., are frequently omitted, but the propriety of this is at least questionable. It should be double-lined, brass or silver trim, bearing monograms (or badges) on rosettes, face-pieces, blinkers, pads, trace-bearers, and breast-plate frogs; blinkers square or D-shaped, metal front (square or curb-chain pattern, according to shape of blinkers); bridoon or French bearing-reins; drop strap attached to crown-piece; turrets on crown-piece of wheelers, and others on outside blinker-stays; Buxton bits; patent-leather Kay or rim collars; breast-plates throughout, working on kidney-links and *round collar-throats*; jointed kidney-links and rings throughout; metal squares on wheel trace-ends, inside trace one hole shorter if roller-bolts are alike; lead traces straight, lapped or crossed, according to need. Anchor draught on hames and rivet heads exposed on tugs; jointed hames-terrets; links plated to match furniture; snap hooks; screw-heads up on lead traces; cruppers with (or better without) buckles; burnished pole-chains, with spring hooks. The head man's livery has flap-pockets; both men's coats same (groom's) length, full-skirted and plain-collared (velvet collars on great coats); waistcoats striped, showing a little at coat collar; leather (or white stockinet) breeches; straight shaped hats; livery collars; white ties; brown gloves. The head man always sits off-side,

DRIVING

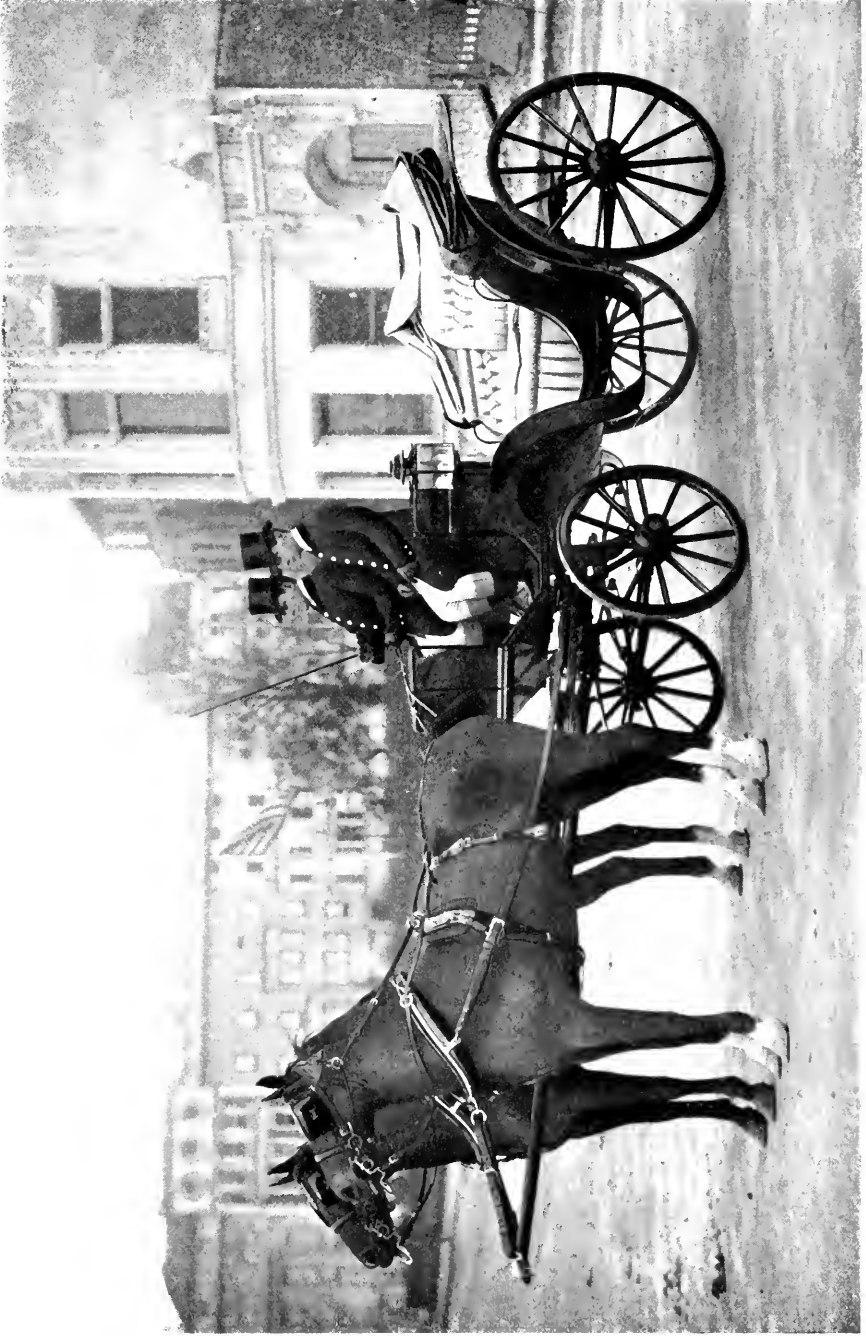
and goes to wheelers' heads; both men should shape alike, be smart and active, and ascend and descend quickly and together. Kidney-link rings are generally left off the leaders' harness, but there seems no *reason* for it. The breast-plates are generally buckled through the inner wire of the kidney-links, but it is far more secure to carry them round the collar-throat as well, that all may be safe in case of the hames slipping or the hames-strap breaking.

THE PRIVATE OMNIBUS

This is distinctly a "utility" vehicle, but should still be turned out in the city with its two men in full dress. For country work stable clothes are used; and not infrequently three horses are driven abreast as handling a heavy load better than two or four. It also makes a useful vehicle for off-hand four-in-hand driving (in which case the servants go inside and the roof seat is carried). It should be quietly coloured; cord or cloth trimmed; the brougham harness is used in town, and anything, as the wheel set of a four-in-hand harness, in the country. Any horses are suitable, but for country work at least "train-catchers" are required—*i. e.*, those that can carry a load along at a smart pace. No vehicle is more convenient, and it is especially useful if the top shifts, as it may then be converted at will into an open wagonet; or, the roof seat being also removable, it replaces on the open body and forms a very fair brake. The top should always have a roof rail, as it makes an important accessory for station work in the way of carrying baggage.

LANDAU OR OTHER HEAVY CARRIAGE

Colours dark, cloth-trimmed, harness same as for brougham, but more massive throughout; breeching may



VICTORIA AND PAIR

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be worn. The servants should be in keeping as to age, size, etc., and the light, small men are manifestly out of place here. The horses should not be under sixteen hands, and are more "in the drawing" if the tails are long, or docked very long, set up, and the hair trimmed in a graceful switch. The usual internal fittings, etc., are required.

THE ROAD COACH

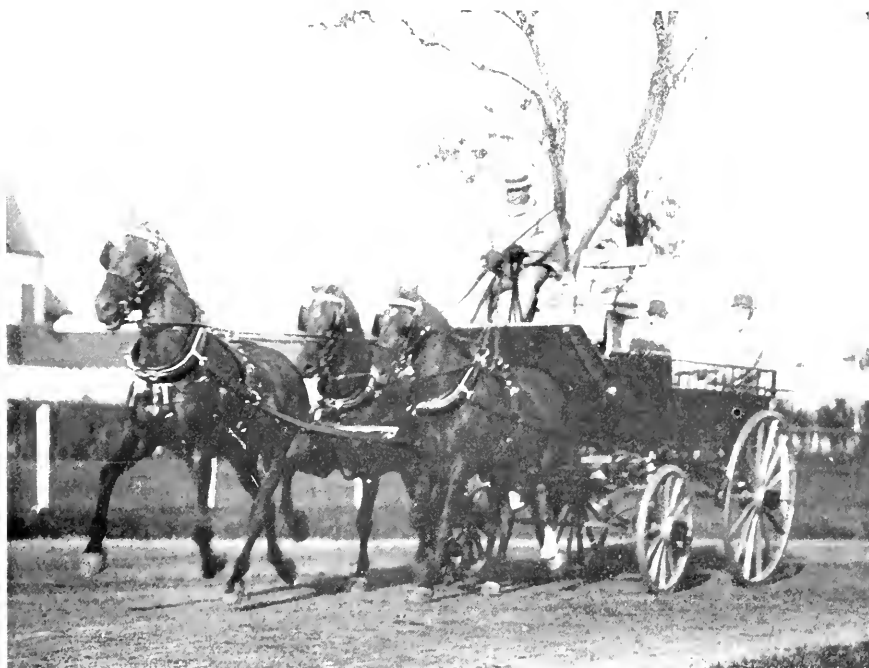
This should be done up in flash colours, the coach body and boot-panels being alike; the risers, toe-board and hind seat-panels being like the under-carriage, etc.; the seats—all lazy-backs being up—covered with pigskin, carpet or scarlet broadcloth (which is very smart); guard's seat boxed with wooden risers, and full width for four people; basket near side in front of guard, whose seat and anchor are on that side; luggage straps always; all rugs folded up on front seat ready for use; lamps always in brackets; skid hung on near side; spare bars as in private drag; clock on toe-board; collinge or mail axles; inside preferably wood finish, with hat-straps, pockets, etc., as usual; wheel-jack, wrench, hammer, cord, wire, rope, punch, rein- and trace-splicers, bearing-rein, hoof-pick, nose-bands and jaw-straps, spare whip (jointed). Pole-head and chains preferably painted black; chains single link, passed through pole-eye from inside out, thence through kidney-link ring, and fastened in proper chain-link by open hook confined by rubber band (poling should not be too tight). Black or brown single-strap harness, yellow stitched, has horseshoe buckles throughout; flowers may be worn; bridle fronts in coach colours or metal; no face-pieces or bearing-reins (unless latter is needed on some horse, and then always short, and not "full" on bridoon); terrets, etc., as in park harness; straight black, brown or brown-lined collars,

DRIVING

very carefully fitted; ring-draught on hames; hook, eye and chain kidney-links, rings on all; breast-plates on wheelers; lead traces preferably crossed (all horses work better thus); traces sewed into rings; wheelers' traces French-loop or chain-end, ring outside; loops best for quick changing; leaders' snap traces cockeyes up; breast-plates always round collars and through kidney-link; Newmarket tugs; cruppers buckle or not; spare collar (on lamp bracket). The guard should be dressed quietly in some sporting mixed cloth, the breeches like the coat, the gaiters the same or of pigskin. Scarlet for the coat is *most inappropriate* as peculiar to the royal mail coaches only, while the green and other cloths sometimes used savour too much of badly made livery. The hat is a light gray or dark felt; strap over right shoulder supports pouch carrying way-bills, coach-key and watch. Everything should be simple, plain (the smarter in effect for that) and ready for hard and immediate usage. The leaders' harness may be devoid of pads, and carry only trace-bearers from the hames-terrets to the trace-buckles (or these may be left off). In the same way, if a thick felt pad is used under the wheelers' pads, to prevent the pad-edge from cutting the back through up-draught from the reins, the cruppers may be dispensed with. Round or horseshoe blinkers are never as becoming as the square or D-shaped.

MAIL PHAETON

Dark colours throughout. Pole-head, etc., polished steel; pole-chains and not pole-straps are essential for any phaeton, whether for masculine or feminine use. Horses must be large—from sixteen hands upward. Harness that is used with brougham, or the wheel set of a park four-in-hand harness, may be used. A four or a spike-team may be driven in this



UNICORN TEAM



PRIVATE OMNIBUS AND THREE HORSES ABREAST

APPOINTMENTS

vehicle. Two servants should always accompany it. Owing to its weight and cumbersomeness it is now nearly obsolete, and its place has been acceptably filled by the lighter constructions as the *demi-mail*, *stanhope* or *spider phaeton*. These elegant carriages should be dark in colour throughout, or very slightly relieved as to the wheels and under-carriage by stripings. The linings are always of appropriate coloured cloth. The *stanhope* and the *demi-mail* are now almost entirely superseded by the *spider*, a very graceful and compact vehicle and very "becoming" to its horses. Harness of brougham type but rather lighter is used, and the horses run from 14.3 to 15.2 in most appropriate heights. When "turned out" for a lady's use—this being, whether drawn by one or two horses, essentially appropriate to her needs, as safe, easy of access, etc.—the complete double harness is used, and pole-chains as for a gentleman. Arguments are made that here again housings, flowers and all the refinements are perfectly apropos, but custom is rather against it. If a single horse is driven, he should be thick and stout in order to handle comfortably the weight of the carriage and possible occupants, and should stand at least 15.2, and such an arrangement is perfectly proper and very useful for the *stanhope phaeton* as well, especially for park or city driving.

The *George the Fourth* and the *Peters Phaeton* are, however, the most refined vehicles for a lady's driving, and the same details apply to them as to the *spider*. The servant should always be very smart, trim, slight and good-looking.

These luxurious carriages have the drawbacks of being expensive to acquire, difficult to realise on at second-hand, and of being heavy of draught because of the small wheels and long under-carriage, and are fit only for the well-kept

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roads of park and city. Rubber tires, as on all heavy vehicles except coaches, brakes, etc., are always used.

THE LADY'S COUNTRY PHAETON

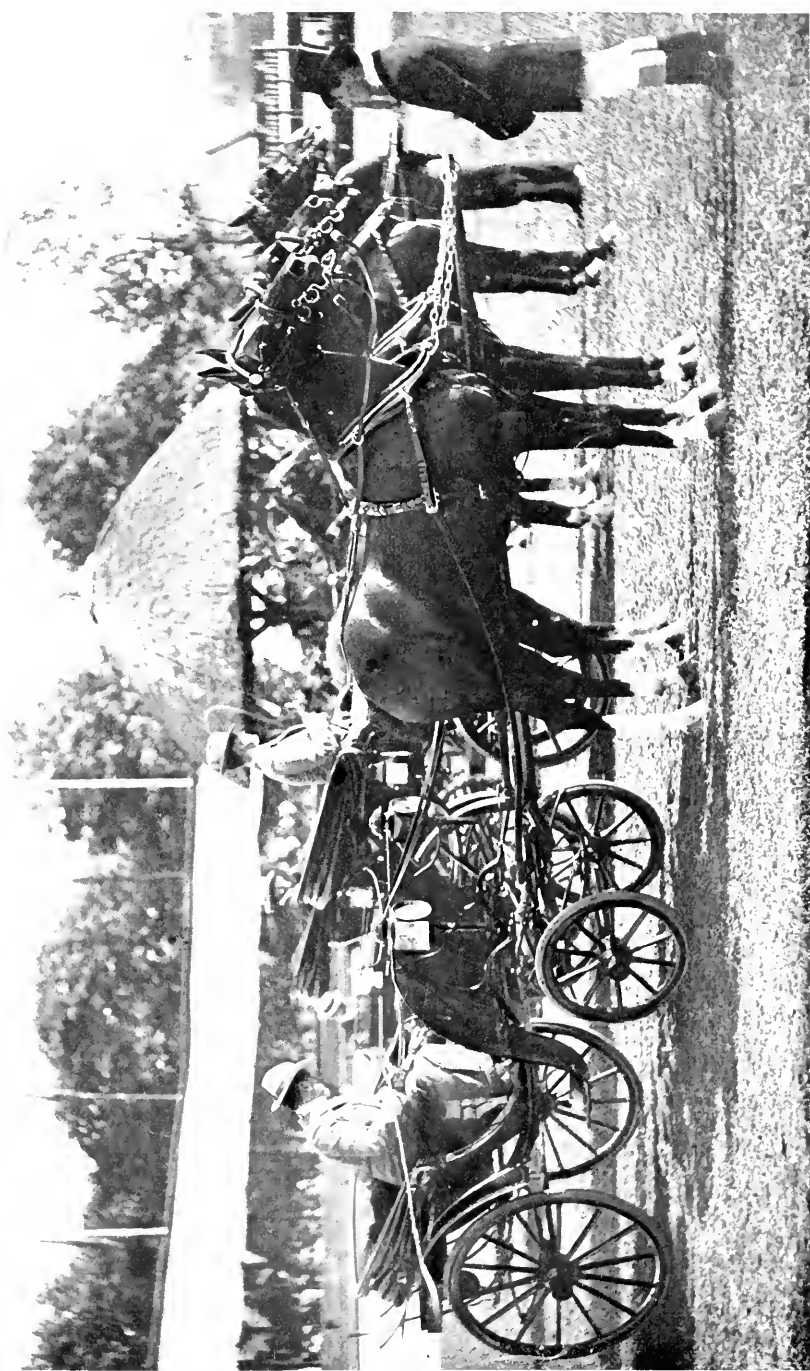
This charming little carriage is coming into much favour through its lightness, smartness and general utility. It should have a rumble, as should any vehicle intended for a lady's use, that a servant may always accompany her, and also, in summer, a movable canopy top. A smart cob or a pair of them are indicated; the harness should be that suitable for light phaeton work, and fully equipped, if single, with breeching, etc., although shaft-stops and kicking-strap are fancied by some. The servant should be in stable clothes.

THE LADY'S FRENCH CHAISE

This two-wheeler is very comfortable, easy of access, but essentially a utility carriage, and to be turned out informally. It may be used as a park conveyance, in which case all the essentials of park equipage must be observed.

THE GIG, OR TILBURY

The fashion of the hour is for the gig, although a few owners still favour the Tilbury. The latter is lighter in effect, and may be reduced to miniature dimensions, as is now frequently done with both in order that a smaller horse may be used. This change has come about since the endorsement of the 14.3 horse as a "typical" gig animal. The colours of a gig may be flashy, but are more elegant, as is always the case if they are very quiet. The trimming may be of cloth, which is preferable, or of cord; lamps are square, and rubber tires are general. The harness for the gig is almost identical with that for light brougham—brass or silver



LADY'S PHAETON AND PAIR

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mounting; square or D-shaped blinkers; gig bit; bridoon; French or short bearing-rein; face-piece; flowers; standing martingale; rim or Kay collar; chain fastening for hames; straight pad; Tilbury tugs; single square-shaped buckles; kicking-strap or none. Groom small, active, wearing groom's livery. Rug according to weather; rain-coats for owner; same for servant. If full-sized gig is used, the horse must not be under 15.2, and should have pace and all-round action. Except in America, the gig is a strictly "utility" trap, and may be so "turned out" here with man in stable clothes, etc. As a vehicle that is actually but little used in America it has always seemed that we were paying a nonsensical amount of attention to this carriage and its outfit.

THE RUNABOUT

This wagon may be flashy or quiet as to colour, and is generally relieved as to wheels and under-carriage by lighter colouring or by striping. Its trim is of cloth or cord, and it has no driving cushion; is rubber tired; high or low wheels; regulation side-bar or end springs. The shafts bear stops. If used with a pole, this may work either with a neck-yoke (preferably) or a crab. An additional wire screen is useful on the dash, as our native horses are apt, if possessed of any action, to throw gravel and filth all over the occupants. The harness may be brass or silver, with square D or round blinkers; "full" or short check or none; any bit; no martingale or breast-plate; collar, straight or shaped, or breast collar proper; single horseshoe buckles; any draught on hames; chain fastening for hames; kicking-strap, breeching, or preferably neither; servant not needed (wears stable clothes if carried); rug according to weather; rain-coat and apron; cooler, tie-strap, wrench, cord,

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wire, lamp, watch, lashed whip, etc. Light American-style harness and straight whip, moreover, always seem most appropriate. The horse should not be over 15.1, smart, upheaded, flash-marked or coloured, if preferred, have plenty of pace and *good* all-round action, but by no means too high in front.

THE HANSOM

This may be flash-coloured if a man only is likely to use it, otherwise quiet; no luggage rails on roof; lamps to taste; rubber tires. Harness has no bearing-reins; any bit; no face-piece nor breast-plate; round tugs; straight saddle; traces chain-ends, shortening at the end by buckle; ring draught; breeching; buckles square or horseshoe. Servant, dark cutaway, trousers, and high felt or derby hat; cloth or "Benjamin" overcoat; rug and weather-apron over safety strap at driver's off-side; rugs according to weather; doors shut when unoccupied, and glass down.

THE ROAD WAGON

Everything about this characteristically American vehicle must be as simple, practical and unostentatious as is the native character. The vehicle may have faintly striped running-gear and wheels, but this should not be in violently contrasting colour; cloth trim, top curtains, and apron under seat; modest kit of the *essentials*, as hoof-pick, cord, wrench, scraper, cooler, tie-rein, lamp, etc., but not the manifest absurdities of wheel-jack (to grease a ninety-pound wagon, yet no grease provided!), head-collar (to stop at road-houses where ties are plenty), shoes and nails (yet never hammer, pincers, rasp, nor a full set—nor the skill to put them on), etc. We have reached really idiotic lengths in these classes so far as this detail goes. A rain-coat, a lap-robe



A COUNTRY PHAETON



GOVERNESS CART

APPOINTMENTS

according to weather, and a useful but not extravagant whip. The wheels always rubber-tired, and either high (hard rubber) or low (pneumatic), the latter being now favoured; end spring or side-bar; monogram or initial or badge allowable on seat-riser. The *speed wagons* are *not road wagons* at all, and never should be endorsed as such. They afford neither protection from the weather nor comfort to the occupant. The harness, very light and simple, black, double lined, black stitching, brass or silver trimmed; horseshoe, leather-covered buckles, single billets, of leather always; square blinkers; quiet colour allowable in brow-band; overdraw or high side-check, loops on crown-piece (not throat-latch); bits as appropriate to horse; running martingale (if any); traces flat (or may be rounded half way); flat reins (sometimes rounded to about horses' hips); initial or monogram or badge on blinkers (sometimes also on rosettes, hip straps, and breast-plate, but savour of too much display). The double harness has hames, leather-covered, gilt draught, and eyes; inside terrets on strap; collar (shaped) or breast collars with bar, etc., to take pole-pieces; trace-loops on saddle; no trace-bearers, housings, etc.; always breast-plates which may have initials, etc., on frogs; reins flat or round; traces same.

THE SPEEDING WAGON

Is for that purpose only, and has no special appointments; should be of quiet colour. Harness may be the very light road harness described or the so-called "two-minute" style, which has neither breast-collar nor breeching, a thimble taking the ends of the shafts, going up thence to the saddle-flaps, and then continued along the horse's side, as a trace, to the whiffletree. If breeching is used, there should be

DRIVING

snubbing-straps or some arrangement to keep it down, or otherwise it almost surely works up if a horse pulls, and getting under tail may bring about a kicking scrape or a runaway. The shafts are always worn well up on the horse's shoulders—the tugs being shortened to effect this—in order that all shoulder motion may be avoided and the vehicle follow true and steady. The other appointments carried should not exceed rug, cooler, tie-strap, whip, wrench and rain-coat, especially as the wagon has but little storage capacity.

THE TANDEM

A curiously inappropriate fashion was at one time in vogue in this country of "turning out" what was called a "park tandem." Prizes were given at our shows for this anomalous outfit, and much care was taken in its appointment. There was, however, never any reasonable grounds for its inception, and that the nondescript failed of popularity is proven by the fact that such classes have been abandoned, and so violent has been the reaction that we have proceeded to the informal lengths of using all sorts of gigs for tandem driving, while the convenient and generally becoming breast-collar is now almost universally used on the leader. Unless a revival of interest in the details of the equipage occurs, it is probable that it will become as unusual as is the chaise or currie.

The principal characteristic of any tandem may well be its informality, and with this in view perhaps gigs, skeleton or otherwise, are allowable. Originally used as a makeshift for covering unexpectedly heavy roads or for getting a hunter to covert-side, this equipage partakes in every detail of the sporting; and as such, horseshoe buckles, ring draughts, basil-facing to collar (straight) and pad, elbow or any other



MORNING PHAETON AND PAIR



MORNING PHAETON AND COB

APPOINTMENTS

bits, etc., are indicated; the hames-hooks, rings, and the eyes for lead traces being burnished. Round or horseshoe blinkers are sometimes used, but are not becoming; checks may be used or not, as necessary; in fact, convenience or personal predilection only should be consulted, although naturally a park gig and a rough-and-ready road harness are hardly in good taste. The servant may be dressed in stable clothes if preferred.

If an attempt is made at "park" outfit, the usual characteristics of such harness must be followed. The servant may be in livery; Buxton bits; bridoon checks, if any; face-pieces; collar and hames on both horses; standing martingale on wheeler; shaped collar; finger draughts; trace-bearers, etc.; the blinkers square or D-shaped. A regular tandem cart should be used, and not a gig, and in so far as these details go the "park" features may differ from the "road."

Tandem cart shafts are generally straight, and great care should be used that the vehicle balances properly—never "by the head," but, if anything, tipped a little back. The belly-band should be very loose, that the shafts may have full play, which the open (never French or Tilbury) tugs assist. The balance may be additionally regulated by shifting the body forward or back on the under-carriage or by moving the seats as needful.



A JAUNTING CAR



A LADY'S CHAISE

CHAPTER XV

ECCENTRICITIES IN APPOINTMENTS

IMPORTANT as the details of correct appointment are to the dignity and harmonious appearance of an equipage, it must be confessed that in some matters regarding it we go to extraordinary lengths, and accept dictatorial selection unsupported by either argument or reason for many particulars which are unnecessary and neither in good taste nor useful. We strain after effect, yet wink at arrangements often most extraordinarily bizarre and which have no genuine reason for acceptance. We retain, for example, upon the heavy harness, various accessories which have no place either for use or ornament upon any horse well trained or well formed enough for such work; ignoring the fact that the lines of true beauty lie always in the curve, we at times and for no appreciable reason endorse the sharpest of angles and the most extraordinarily abrupt of curves in our carriages; we peer forth from our brougham through windows so small and high that seclusion is the occupant's portion whether she desires it or not; we run the varieties of carriage into each other until we can hardly denominate them ourselves; we condemn certain trappings upon certain harnesses for single-horse work, and insist upon them for a pair before the same carriage; we retain certain buttons and length of coat, etc., in our liveries because—well, no one knows why; and we soberly and perpetually sit upon and demand that our coachman sit upon the right-hand side of our vehicles, whereas we also turn to the right, thus violating every common-

DRIVING

sense requirement of the rules of the road, obstructing traffic, and endangering ourselves and others by our blind adherence to an obsolete fashion.

We are wonderfully cautious about special clips and the shape and substance of our kidney-links, but supremely careless and slavishly imitative of the really material points in the matter at issue, sacrificing the substance for the shadow, and thrice happy in the consciousness that because we are so dismally like everybody else we must be correct.

In the colour of our vehicles, to begin with, we practically all follow the same lines. Eliminate three shades—black, invisible blue and ditto green—and you do away with two-thirds of the private equipages in any city; nor can pater-familias differentiate the family brougham from any of the rest in line at ball or play except by the countenances of his servants. Not that dark colours are not always the more elegant and refined, nor that gaudy wheels and flashy panels are indicated, but that various faint stripings in shadings might be used much more freely than they are, and the “passing show” prove all the more attractive and “individual” for the innovation.

The high door-panels and the small windows—often with narrow panes—were and are certainly in bad taste as being inconvenient, stuffy, and rendering recognition of the occupants most difficult. A veiled lady suddenly bobbing forward to bow from the darkling recesses of such a carriage has the startling effect of the outburst of a jack-in-the-box; and certainly her dignity suffers in the operation, even if her headdress is not disarranged. The high-backed victoria of hideous memory was another contraption which played havoc with hats and hair and held its victim as securely encircled as an octopus on wheels. The miniature victoria



SKELETON GIG



PARK GATE GIG

ECCENTRICITIES IN APPOINTMENTS

in the same fashion is certainly not an attractive equipage for feminine use, and far too offhand in effect to rank as suitable for town or park; nor is it recognised as a fashionable carriage in any country but this and Russia, where, with its fast trotting horses, it is a man's or a public carriage rather than a woman's—for no vehicle is essentially feminine which does not carry or provide for a footman as well as a coachman. The hansom, also in favour, is surely not a conveyance for the gentler sex in its private character, whatever position it may hold as a public necessity. The various phaetons are surely not suitable for ladies unless they have a rumble to convey a groom. Many other solecisms in relation to both masculine and feminine purposes will occur to anyone interested in the matter of really appropriate vehicular appointment.

As to heavy harness, it certainly seems that a sensible rule would read, "Everything off for a man; everything on as made, and all additional refined ornamentation possible, for a lady's use." This brings us at once to the much-discussed question of cloth housings and brow-bands upon all harnesses intended for a lady's carriage, and certainly it appears that, single or double, if correct at all, they must be logically correct everywhere—not only before the caleche and victoria, but the landau, the phaeton and the brougham—not necessarily a fine-weather carriage in this country. With these should logically go all the rest of the harness superfluities—as loin-straps or trace-bearers, etc.; nor does there appear any good *reason*—except "some one says so"—why these trappings must only be worn when a servant drives; or that pole-pieces and not pole-chains may be used if the regalia are all in evidence and the lady drives her own phaeton. What is the reason they are wrong one way and

DRIVING

right the other? If there is none to allege, then let it rest upon the point of personal privilege and be accepted as correct however any one elect to equip his outfit.

If housings, etc., are wrong, what shall we say of a standing martingale that is unsightly, useless and needless upon any properly broken horse? Or of a nose-band which can neither be used as such nor is so placed as to be effective? Of pads for victoria work as broad as and exactly similar to those for brougham use, and of runabout pads as large as those for gig work? Of French checks, accepted nowadays as full-dress, which are as makeshift in appearance as a trotting overdraw? Of the almost universal fashion of putting breast collars on gig, runabout and sometimes victoria horses? Of the general omission of the breeching in the lighter vehicles? Of the huge and closely fitted blinkers as disfiguring as torturing? Of the shaped collars which do not fit one horse in fifty? Of the bespangling crests, badges and monograms which disfigure nearly all harness and which are generally as illicit as inappropriate? Of the brass kidney-links which are so sure to become steel when the plating wears off, as it will with use? Of the improperly placed pole-pieces—through the kidney-link rings only; and of various other details in harness appointment as impractical as universal?

Why must livery coats for footmen and grooms differ so widely in detail? Surely, these men should contrast sufficiently in size, type and appearance to be distinguished. Why, in a hot climate, object to stockinet or other thin material for breeches?

Why sit always upon the right in a country where you turn the same way, and are thus prevented by the rules of the road from seeing your inside wheel? from admitting a



BREAK CART



MEADOWBROOK CART

ECCENTRICITIES IN APPOINTMENTS

passenger without either alighting and losing control of your horse, compelling him to make a dishevelling crawl under or a skip over your reins at ascending and alighting, or turning round to face the stream of traffic on the wrong side of the road, where you have no earthly right to be? Why compel your footman to jump down into the street, run round the carriage at stopping and do the same thing at starting, when your comfort and convenience, as well as the celerity of his appearance at your side, would be so much enhanced if your coachman sat upon the left? Why delay all traffic and fume at delays similarly caused by others by adherence to a custom which has no grounds for existence, is wrong in principle, and injurious in practice? Why subject your horses to constant turnings and checkings in and out of line caused by the fact that you or your man, from a seat upon the right, cannot see where you are going until you pull out from behind other vehicles in front?

The fit of the harness, its proportion to the carriage and horses and their relation to the vehicle; the manner of their putting-to, in regard both to each other and to the vehicle; the appropriateness of your outfit to your age, stature, position, and means; the ultra-smartness, neatness, fit, and shape of everything are surely more important details than the position of clips or the style of equipage, and are the genuine essentials.

What will be exactly right at one period of life is exactly wrong at another; and anything special in the way of horse, vehicle or trappings must be thoroughly carried out all the way through, if good taste is to be in evidence. The smart brougham, light servants and flash horses are by no means the entourage of the dowager, nor is the lumbering brougham, the stout coachman and the

DRIVING

heavy, phlegmatic horses the equipage of the young and newly married.

Surely a stable groom has no place upon a lady's carriage. He will never be needed for the horses if they are such as any woman ought to ride behind, and the fastidious revolt at the idea that a mere stable-hand has any place as a lady's servant. A footman, dressed as such, is surely as presumably familiar with milady's acquaintances, shopping expeditions, etc., by far more in place, and certainly his presence lends an air of refinement and a regard for the fitness of things to the equipage, which is not at hand when some strapper is promoted to do her bidding. Nor need his appearance be confined to the box of the victoria, as is usually the case, but he should certainly be as useful on the brougham or landau as upon the summer carriage.

Can anything well be more irrelevant, more out of drawing than many of our officially endorsed appointments? Let us consider the runabout, a strictly American type of vehicle and logically to be turned out with a light and graceful harness, a long-tailed horse, and a straight whip, etc. We require a dock-tailed horse, that he may be enabled to throw mud and filth all over us; we insist upon action which is certain to bring about this result. We equip this curious steed in a harness heavy enough to pull a light brougham or gig, with huge blinkers, thick traces, and wide, heavy pad. We restrict the type of wagon—although as long as you say "runabout" this is legally necessary as copyrighted for one certain style of axles, etc.—and endorse a vehicle like the easy-riding end-spring wagon in every point but that of comfort, we perch ourselves upon a driving cushion (although this is now losing favour), regardless of the fact that it is most uncomfortable for long trips and utterly useless in such a



BREAK AND ROAD FOUR



SKELETON BREAK

ECCENTRICITIES IN APPOINTMENTS

carriage. We require blanket, lap robe (even in summer), head-collar (although tie-strap is better, and some horses would run away if unbridled and haltered when tied up), and various other immaterial trifles, yet no oil-can nor anything else genuinely needful; and demand a lash whip instead of straight, as would surely be best, as being American. Nothing more really grotesque and ill-arranged can be imagined than the typical runabout, from its slight shafts run into huge tugs to its box-apron in August; from its breechingless harness to its stub-tailed "gee-gee."

As to the conventional gig appointments, we seem more nearly to follow the dictates of generally accepted appropriateness, save that, as instanced elsewhere, we retain several superfluous details of the harness and have fallen into a fashion of miniaturizing the vehicle until its appearance is squatty and not as graceful as the full-sized carriage with large—about fifty-six-inch—wheels. Surely the standing martingale has no place, save as a useless appendage, on the gig harness.

The tandem is nowadays virtually obsolete, but when driven should certainly be before a regulation tandem cart and with a breeching.

The single victoria seems sensibly turned out as it stands, save in the matter of the standing martingale, and in the growing fancy for the so-called "French checks," which are hardly full-dress. If housings, etc., are appropriate for double harness, there seems no logical reason why the single harness should not also show them. Whatever is correct for victoria, etc., should also reasonably appear suitable for brougham, landau and town omnibus work.

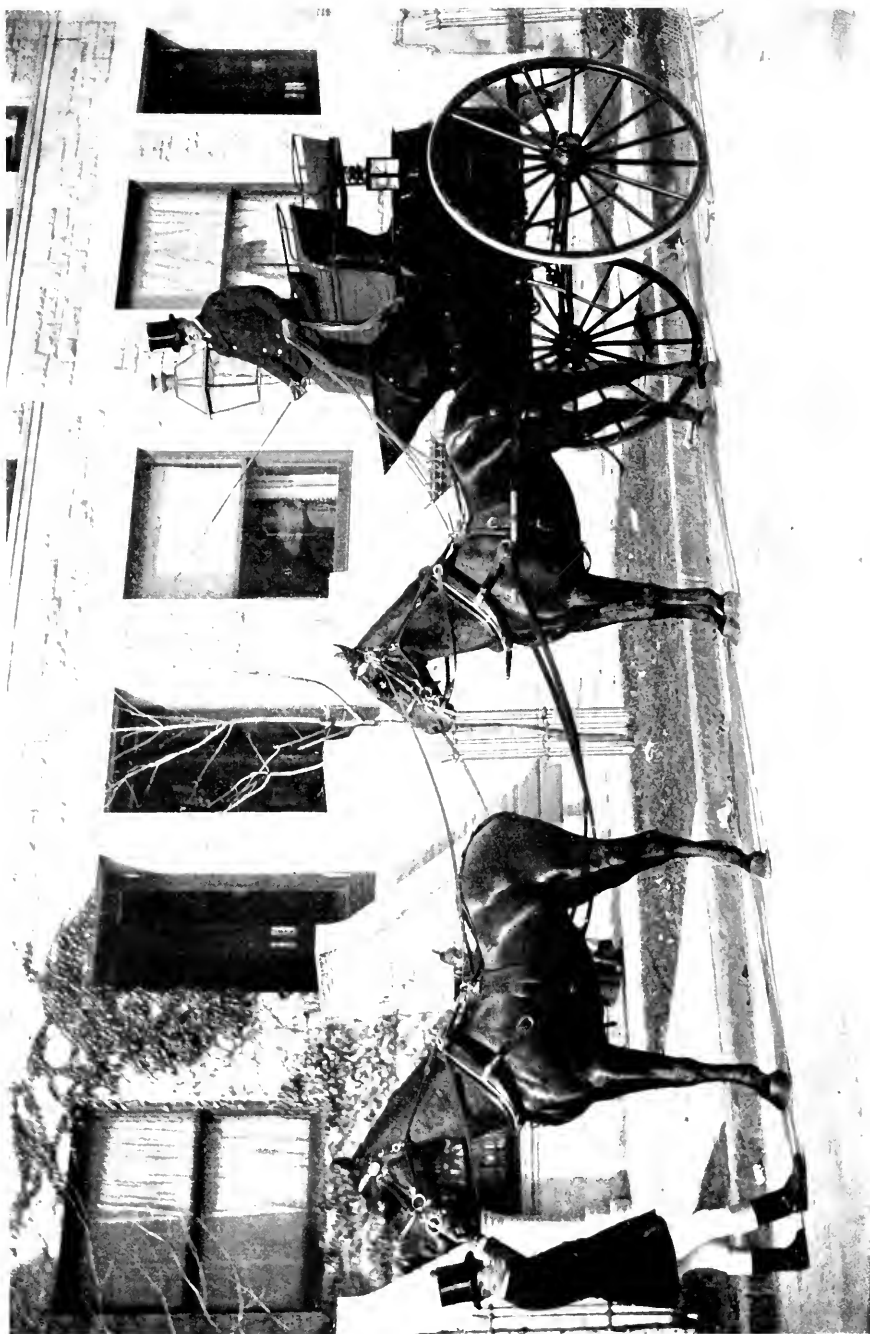
Phaetons seem nicely turned out, except that, for pair-horse work in all heavy harness, there seems no reason why kidney-links should be plated. Certainly, if in daily use,

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the plating will wear off, and nicely burnished steel is far more ornamental than worn and battered brass. Again, housings would reasonably appear suitable for all equipages used by a lady, whether she drives or not; nor does there appear any written law that housings, etc., must not be used with pole-chains; nor why a lady, if this is the case, may not omit the chains and use pole-pieces not only with perfect propriety but as really more refined, because less noisy in work.

All matters relating to both road and park four-in-hand work have been ably and definitely settled by The Coaching Club.

"COCKING CART" AND TANDEM



CHAPTER XVI

SERVANTS, THEIR DUTIES, LIVERIES; STUD-GROOM, COACHMAN,
GROOMS, ETC.

No ONE can be a satisfactory employer or a thoroughly reasonable master unless he knows not only how the various duties and tasks he exacts can best be performed, but can accomplish them himself. It is for this reason that relations with our domestic servants are so generally unsatisfactory and that both employer and employee are dissatisfied. A man is conversant with the duties of his bookkeeper and clerks, and with those of the captain of his yacht, but of what is possible to the dependents in and about his household he has but a vague idea, is a tyrant or an "easy boss" according to his temper and nature, and matters are slurred over or attended to by fits and starts accordingly. Another trouble arises from the fact that many of our newly and suddenly rich have no conception of the part they would perform, and, anxious to escape the unpleasant experiences of friends, proceed to the extremes of arbitrary and domineering management, resulting in additional complications of all kinds.

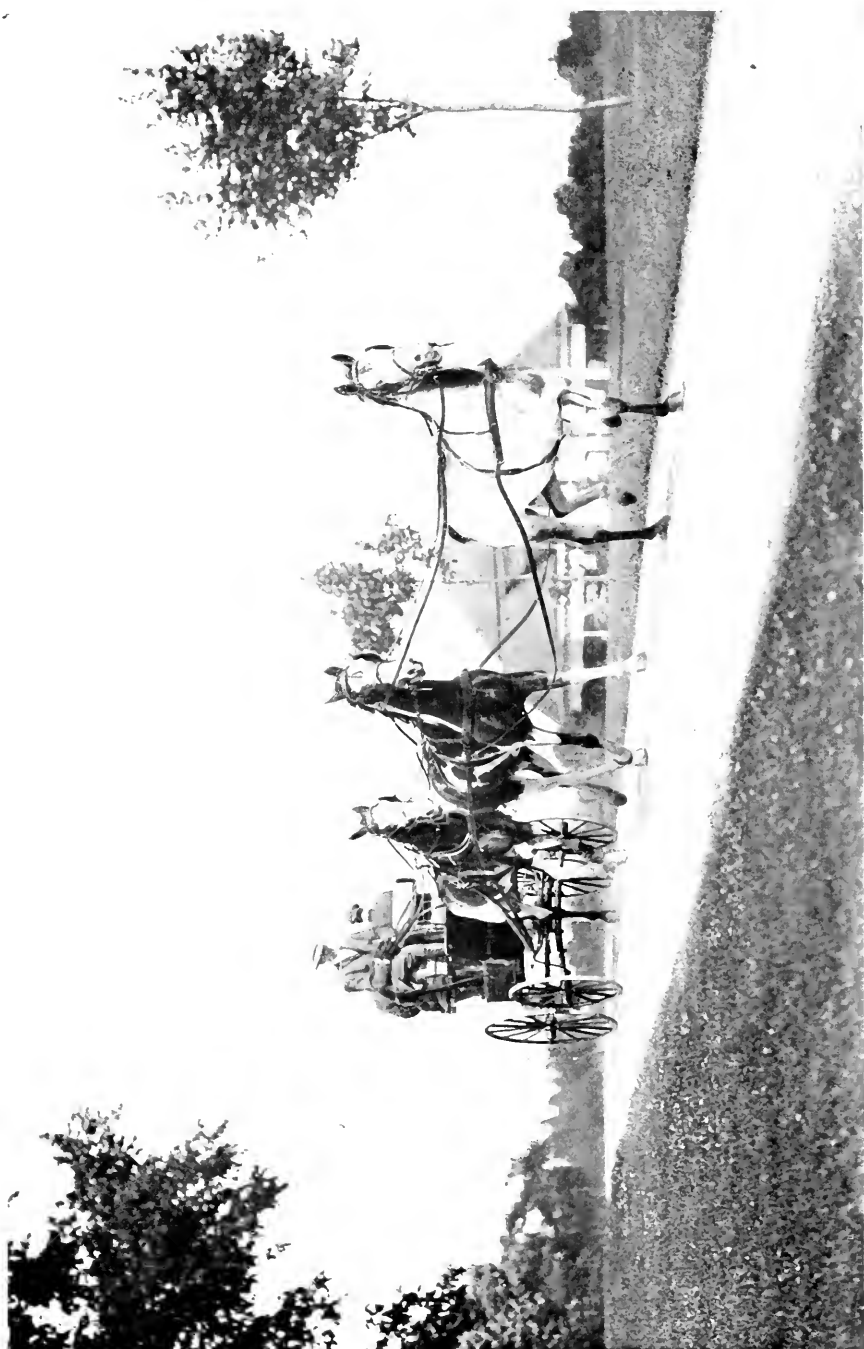
He will succeed best who treats his servants as such, allowing no liberties, and neither taking favours from nor granting concessions to any one of them. They like a man who keeps them in their places, and respect the one who will stand no nonsense. "He was a terrible hard man to work for," they will say admiringly, "and never stood no nonsense from anybody," and with such a one they will contentedly remain for years. Above all, they must have a head, and if

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even two only are kept the one must outrank the other, and whoever is the chief should have the engaging of his subordinates and be held strictly responsible for them. No other arrangement is fair to him or to them.

Of the essential qualifications of a coachman, skill in driving naturally ranks high, but probably not more so than ability to keep his charges in condition, his equipages, equipments, stable, etc., in order, and himself and his subordinates presentable and up to their duties. "Skill" in driving may vary vastly with the conditions of the service: your staid old family coachman may be as genuinely capable, in his way, as your flash performer, who swings his victoria or smart brougham in and out of traffic, a finger's breadth from everything, and never making a mistake—just *not* grazing countless vehicles which steady old "John" would evade by never less than three feet. Neither have accidents, yet one may be as skilful as the other—so that perhaps "skill," in the ordinary acceptance of the term, is ranked higher than necessary. Again, the coachman in a small place need by no means be as apt as he who is head man in a large establishment, yet so far as ability goes each is competent to the tasks allotted; and what more can one ask of any man?

Good personal appearance is most essential—not especially that of face, but always that of figure. Liveries never can look well upon a round-backed, narrow-shouldered, pot-bellied nondescript, and servants should always be at least presentable, be their personal failings what they may. "No man is a hero to his valet," and no servant is a model to his employer, but the outside world need not know of the shortcomings which they do not behold; of those visible, however, we shall do our reputation harm if we elect to be represented by the slouchy and unkempt.



A "RANDOM"

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Another frequently disregarded detail is the matter of harmony between the appearance of coachman and the vehicle, horses, etc., he is employed to engineer. A family landau or heavy, old extension "brougham" demands, for completeness's sake, that size and bulk both in servant and horseflesh which would be entirely out of place in connection with the light victoria or smart bachelor's brougham; while the servants appropriate to the latter appear sadly out of line in connection with the former. The employer, if keeping only one man, should make up his mind as to the style of equipage he means to maintain, and engage his servant with those points in view; thus, if he selects the heavy landau, etc., the only vehicles which he can with propriety drive himself are the full-mail, phaeton, and the dog-cart, which his large horses and robust servant will match—nor should he ever commit the solecism of appearing in a "spider" with two huge carriage horses toiling in front and a two-hundred-pound man behind, settling everything "by the stern." Appropriateness in such details has rarely received much consideration either from the public or at our shows.

Punctuality, sobriety and neatness are of course essential, as is that eternal attention to the little things, the unconsidered trifles—which make all the difference in the appearance and actualities of service. Such a man must be a good handler of his subordinates—competent to know work well done and to decide what a fair task constitutes. He should invariably be allowed to engage his underlings, and no order should ever be given in the stable except through him; this is his right, and must be respected if best results are expected. If he "shoulders" a little on wages—*i. e.*, hires his men for a bit less than you pay, overlook it so long as service is satisfactory—there are bound to be perquisites in all trades,

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and, if successful, you have had some pickings yourself in your own business. Therefore, why expect an employee to follow an example which you have not set, or to desire a servant to surpass you in morality?

Undoubtedly employers make mistakes in striving always to obtain coachmen who have been head men with others and who are therefore presumably competent to relieve their masters of all care as to stable details. Such men are treasures if procurable, but, as in every other pursuit, it is only by the merest chance that such a servant is ever out of work for longer than it takes him to move his trunks from his past to his future master. There are plenty of men with flowery titles, with resplendent clothing, florid recommendations and unlimited "experiences" (as had their former employers), who are always out of work and always eager for a new place, which they make last until they have "put in" as many new horses, carriages, etc., as the new employers will "stand for," when presto! "I'm leaving a-Monday, sir; will you please to suit yourself with another man," and Montmorency vanishes into that past which is filled by him and his ilk with bitter recollections and experiences. The second men, or under-coachmen, from any good establishment are always to be preferred—they know their business or they would not be there; they will be doubly anxious to please and to prove their ability in a place where they have, for the first time, full swing; they are young, and they have at least the merits of neatness, punctuality and carefulness. All such a man needs is a chance, and unwise indeed are you not to give it to him. He knows the routine of his work, and as to the stable—care of horses, etc.—that is not one of the Eleusinian mysteries; and probably, even if he really knows nothing of such details, he is as genuinely competent as his former



A TANDEM SLEIGH

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superior, whom he, as a subordinate, was too politic to impugn, who concealed his ignorance under a mysterious air of owlish wisdom, bustling of demeanour, and hinting at humours and "indispositions," to the resultant mystifying and awe-inspiring of his employer. Experience will make the newly elevated competent in such stable instabilities as are physically occurrent, and there is, nowadays, a veterinary around every corner who can always set right any serious or alarming complications.

We send our cooks to cooking-schools and buy them costly books upon the subject; our maids are carefully instructed, and we worry lest a fifty-dollar bit of bric-à-brac may some day, through the hustling of a heedless feather duster, reach an untimely end; yet we turn our stable of \$2,000 pairs of horses, \$2,500 carriages, valuable harnesses, etc., without a tremour or a qualm over to some "hawbuck" fresh from the quarterdeck of an express wagon, or a dump-cart, and whose only previous "four-in-hand" place has been that with "three cows and a goat," and trust our families to his mercies, abide absolutely by his decisions as to soundness and fitness for work (or needfulness for sale), accept as gospel his (possibly purchased) gilt-edged recommendations, and when he has finally landed the family in the hospital, the horses in the offal wagon and the carriages in the repair shop, heave a regretfully patient sigh, bashfully give him his walking ticket (with an extra month's wages as a sweetener), and next day engage his twin brother (so far as ability goes), generally all because this kind can be had at about \$60 per month and a strictly first-class man would cost \$100. Of all the tomfool economies practised by the average man, that of cheap servants is the most idiotic and most expensive. We say we "can't afford to pay the best," but really we "can't

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afford" to keep any others, if we would only figure things at their proper ratio. What does your \$16 cook cost extra per month in the way of burnt, half-cooked, unappetising food? What does your \$10 maid come to in bad breaks among the crockery and china, and "bad breaks" at the front door and at the domestic board? What does your cheap gardener do to lawn and flowers? What happens to your stable when your \$60 man has disported himself there for awhile and made trash of everything, from furnishings to furniture? Better and wiser far a first-class man and the cheap horses, second-hand carriages, etc., which his skill will condition and so present that they will appear far better than they are, than the deckhand whose whole outfit is always at sixes and sevens; who is never punctual, nor smart, nor clean, nor capable, nor worth having at any price.

The thorough coachman skimps no part of his duties indoors or out. Up early winter and summer, his doors and windows are opened and a wisp of hay given to each horse by 5:30. While they pick this handful over he "mucks out," changes bedding and partly sets fair. At six they receive the water of which the bit of hay already fed will cause them to drink deeply (a thing they will not always do if watered first, because of expecting the grain feed which is to follow, and because the pangs of appetite are keener than those of thirst). *No horse can do well* that does not *drink* frequently and deeply. Grain follows the water, horses are cleaned, night blankets (if used) aired, head-collars changed, and by eight o'clock or nine in very large stables all is done, mats down, and everything "set fair," the inmates ready for orders, or to be "let up," or exercised according to needs. Such a man's carriages are always in order, never damp or mouldy inside, clean as to axles and arms; tops fresh and prop-

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erly attended, robes clean, well folded, and never musty of smell; harness, steels and brass clean, properly and picturesquely arranged. His floors everywhere are always neat, the corners and ceilings betraying neither dust nor cobwebs. His horses show no alarm at handling, there is no springing forward in the stalls, no running back when approached from in front; no voice is ever heard in anger, and no plungings proclaim correction via the pitchfork handle. Everything is prompt, clean, quiet, orderly and systematic, and the procedures appear almost effortless, so smoothly do they glide along. Carriages ordered are always ready and waiting well in advance of the hour named—for to be “ready to the moment” is not good enough in a coachman—he must be *ready well in advance* of the moment, for while, if wanted later, he can always “stand and wait” (as that is his business), the other alternative is that he may be, for some reason, suddenly needed a bit ahead of time, and it is one of his *duties to anticipate* and to be ready for this very occurrence.

That perquisites and commissions are so universally exacted by coachmen is the employer’s fault, and he will not, as a rule, take the steps necessary to free himself from the financial burden he has chosen to incur. Servants are but human, and if employers will insist upon suiting “John” in the matter of the selection of horses, carriages and what not, “John” is pretty certain to turn his responsibility in the case to financial account, and to exact a satisfactory cash equivalent from somebody—this unknown quantity being invariably the callow master. Better far to call “John” into your sanctum, assume your most preternaturally sagacious air, fortified by whatever moral or liquid stimulant seems necessary to the case, and address your henchman thus: “‘John,’ you enter my employ to-day, and I place in your

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hands all my horses, carriages, etc., over which you have control, as over the subordinates employed by you. I am informed by my veterinary and by my carriage-maker that everything is in first-class order, and ready for usage such as I and my family require. I find by investigation that the average expenses of my establishment for the past —— years have been —— dollars per month in affording me the service I require. I am ready to continue to equal this average, but if you decrease it, fifty per cent. of the amount saved shall be yours; if you exceed it, you must go. I shall buy such fresh horses, etc., as to me seem needful, and upon all such purchases I shall pay you ten per cent. of the cost price; upon all sales, the same amount. If I detect you in exacting any commissions, I will not only instantly discharge you and withhold your recommendations, but also prosecute you criminally; and I warn you that, as in the case of any employee of my business, I mean to have you watched. I, however, in closing, appeal to your honour, as I believe you to be an honest and reliable man, and urge you to carefully consider whether the arrangements I offer you voluntarily are not better than those you may make with any dealer, not only in amount, but in view of the fact that in one instance it is money freely *given by* me, and in the other it is *stolen from* me. Think this well over, ‘John,’ and let us understand and respect each other not only as master and servant, but as man and man.” “John’s” internal economy is arranged on very similar plans to your own, and never imagine that, if such an argument would have appealed to you in the days of your employeeship, it will not also “touch the spot” in “John’s” anatomy, provided his recommendations were not written simply to get rid of him, and provided his physiognomy and phrenological outlines appear to endorse what

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that possibly sweet-scented and violet-tinted missive has elaborately set forth.

A similar attention to face and figure should attend any selection (with your man's approval) of your grooms and helpers. One can never tell what latent talent may suddenly develop in such an underling, and, if it does, the setting is always ready to the hand; while if this newly fledged genius be a regular lumper in appearance, his abilities are but similar to those abnormalities which many well-intentioned charities have developed—*i. e.*, awakening longings that can never be gratified, desires that can never be honestly requited, promoting abilities which have, when attained, no real market value. If a man is known by the company he keeps, so may he safely be classed by the servants he employs, and one's finger nails, linen and man servant are a better guide to character than those not interested in psychological studies would imagine. Once you have acquired this desirable raw material, see that it has chances to learn, to advance, and to develop, either per "John's" connivance, or without. You owe it to them, just as your employer owed it to you—and he fulfilled his obligations, or you would not be able to hand over to "John," et al, the monthly cheque. Manifold are our duties to dependents, but in none are we more remiss than in giving them that "chance" for which we always have longed and the absence of which we have in our own case so often lamented.

Of all the appointments attendant upon horse-keeping, that detail which receives least attention and demands most is the livery, which by its neatness, cut and elegance will offset various shortcomings in other parts of the outfit. Nine times out of ten when an equipage impresses one at a glance as being somehow and somewhere wanting in com-

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pleteness, it will be found that this is chargeable to some defect in the livery and its accompaniments. By this is not meant that garish display or flash details are advised—*per contra*, nothing can be in worse taste than they. Of all essentials, *fit* is the first requisite; second, *quietness* in colour and detail; third, *material*. A finely fitting livery, though of badly chosen colour and cheap material, is more really good in appointment than expensive cloth, boots and breeches badly made and fitted.

As to colour, only limited latitude is possible, nor can we be said as yet to have acquired the right (in America) to any “family colours,” badges, crests, etc., since most of our families able to maintain carriages have not occupied that enjoyable position for more than two generations (or much less), and any pretension to such privileges are as totally absurd as they are arrogant and ill-bred; and, therefore, he who departs from the simple and unpretentious elegance which he should desire to display for the sake of uniformity stands self-convicted of vulgarity and ignorance, and his glittering outfit of crests, cockades, badges, etc., are no more his by right than if he had stolen them; nor do they signify any personal importance on his part, nor afford any proper clue to his ancestry nor to his estates. As the knowledge of the niceties attendant upon the private life of leisure and wealthy classes becomes more widely disseminated, these mistaken ideas are likely to be modified, and the garbing of our servants in garments accepted as correct by those in a position to decide, both in this and other countries—always assisted by the tailors who have done much to make such elegances acceptable and possible—will become as certainly a matter of fact as it is to-day too frequently a case of accident. That liveries are, as a rule,

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badly chosen, ill-made and carelessly donned is usually the fault of the master, who will not trouble to inform himself of the few details essential to proper costuming, but drives blandly about behind or beside servants who proclaim him careless and improvident, and one who, be his wealth numbered by ever so many figures, is neither conversant with nor exacting of the niceties attendant upon the position he strives to assume. Nor does the effect of his neglect end here; for if he "owes anything to society" at large or at home it is that he shall not only maintain visibly the dignity of the position which he has assumed or striven to reach, but that he shall afford a constant example of correctness, and be, as it were, a perpetual living example to the ambitious on "how to do things properly." The carelessness so significant of the leisure and the wealthy classes of thirty years ago, when if a man had \$50,000 a year it was considered indecent to spend or to appear to spend more than \$5,000 of it, greatly retarded all advance and expansion in domestic up-to-dateness, and it has been hard for the children brought up under such restrictions to really cut loose from tradition and example and to place themselves before the public as their means allowed and their fancies dictated. That they are coming on rapidly is daily and hourly proved, not only in our parks and along our roads, but in our houses; nor do such innovations savour in the least of the snobbish, despite envious assertions to the contrary and our own sneaking feeling that such is the case. Our army, navy, telegraph messengers, and all employees—even our street sweepers—are appropriately and distinctively garbed, and in none of these classes is the necessity for suitable, elegant and inconspicuous livery more essential than in the private servants who, to the world at large,

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significantly and unmistakably represent us and our individual tastes and peculiarities.

For liveries, breeches, boots, etc., then, go to the very best tailors—nor can the coat-maker always succeed in the manipulation of breeches and vice versa, although for trousers (if these are worn) he may do fairly well. Never economise on livery—not that, therefore, the most costly tailors and their goods should be selected, but that the ready-made “hand-me-downs” should never be touched: your good servant has certainly the right to expect that you will attire him in well-fitting clothes, and nothing will make him so satisfied and neat as the consciousness that he is well dressed and smart. This may seem a trivial detail, but upon these little things—unconsidered trifles—depend the satisfactory management of far more important matters than the fit of livery coat and the satisfaction of a servant. Good material, both in box cloth for overcoat and in broadcloth for coat, for leather in breeches, and for material in boots, tops, ties, collar, gloves, pin, etc., are the first essentials of livery, then a quiet colour free from bizarre frills, cords, aguilletes, etc., matching the colour of the box-seat covering and harmonising as to colour with the carriage, as to buttons, with the trimmings of the harness, and these latter monogrammed or initialled if preferred, crested or badged if audacious, and preferably slightly oval; cloth-covered buttons being used on the black coats of mourning or if that neat and unpretentious livery is regularly worn.

While there is always a difference in length between the skirts of the coachman's coat and that of the groom, there has always seemed no good reason for it, and if a drag is kept it means buying another coat, cut groom's length, for the

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coachman, who then acts as groom. Extra exposure on the coachman's part is no reason for extra length of coat, as robes are used in severe weather anyway, and a slight lengthening of the one garment and shortening of the other would bring the two so near together that they would be practically similar; nor is there any reason for difference of cut or make—the size and figures of the men should sufficiently indicate by contrast the head man. The bell-shaped skirts are undoubtedly the smartest, although those straight-cut are used. Again, the buttons on the tails behind might as well be either six-in-all or four-in-all on both coats, as such details are really absurdly immaterial. Practically the only difference in the dress of the two servants is length of skirt; flap pockets on coachman's coat, none on grooms, and four buttons behind—two at waist and two at bottom—for coachman, six for groom. Velvet collars on overcoat are rather more smart than those made of the coat material; all seams on great coats should be strapped; the collars should be sharply pressed and lie flat and close. The waistcoats should be of striped material, and a strip of this material may line the coat collar and will be more effective if that is the case. Breeches should be of leather, but may, for summer wear especially, be of stockinet, made and fitted to a nicety, pearl-buttoned, *and carefully put on*. Trousers *may do* for the country, for wet weather or for night work, but never look smart, and are rarely properly pressed and made, the material being that of one's regular livery. Boots should be of good plain leather, heavy of sole and mahogany of top, the pink tinge so generally in use being not so desirable. Black cloth tops are always used for mourning.

Stable clothes may be of any colour of whipcord, but very light ones spot easily and do not last as well as the

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darker shades. Breeches and leggings (pigskin or cloth) are incomparably smarter than trousers, and the customary black flat-topped hat with cutaway coat are better than the sack coat and round hat—nor need these two for any valid reason differ in the case of the coachman and groom. Black shoes are essential. Collar, ties, etc., are the same in both liveries, and a neat pin rather adds to the finish of the tie, these pins, of course, being provided by the master and being of a plain sporting cast. Stable clothes go with any vehicle appropriate for country use. Gloves should be of dogskin and according to weather; mackintoshes of cloth finish, very long and roomy. Two hats are needed—one of silk for fine and one of cassimere for showery weather. Furs are comfortable in cold weather, but should always be, if worn, of the handsomest, as this is a most conspicuous detail and by no means an essential, even in our severest weather. The robe must match the men's fur garments unless the plain box-cloth is used.

For a middle-aged or elderly lady's carriage, undoubtedly the most elegant, significant and appropriate detail is the presence of a house servant or footman in indoor livery (wearing a very long great coat in cold weather) upon the box in place of the groom—a detail essentially feminine, and, when accompanied by the full-dress of complete harness, presenting the acme of good taste, a most appreciable token of the character of the equipage. This arrangement is not frequently seen, but is always welcomed as an exhibition of the eternal fitness of things, for the reason that such an indoor man is essentially a lady's servant, familiar with her wishes, peculiarities, friends, the more intimate details of her life, location of shops, etc., and a more necessary part of her equipage than the carriage groom, whose usefulness

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is confined to the mere opening of the door, arranging the robe and calling the carriage.

Carriage servants should be carefully matched in shape (not in height) and in complexion. A long-necked, sloping-shouldered, red-headed man should never appear beside a high-shouldered, black-visaged one, nor a short, stout man beside a long, thin one. Cross-matched pairs may do at a pinch before the vehicle, but never on the box, and even widely protruding ears are an irritation to any one who is obliged to sit and contemplate their flutterings in the breeze during an afternoon's drive.

The attitude of servants on the box should be easily erect, not perched upon the edge of the seat with the heels back against the riser in the fashionable "monkey-on-a-stick" attitude, but sitting squarely, the waist hollowed, the feet falling at right angles to the knees, and not braced away out in front as if rowing a boat (an attitude invariably finally accompanied by round shoulders, heavy hands and general slouchiness). As any one may prove by trial, the attitude has great effect upon the lightness of the hands, and he who sits up and "over" his horses finds at once a suppleness of wrist and a lightness of touch which have hitherto been foreign to his manipulation.

CHAPTER XVII

EQUIPMENT, MAINTENANCE, MANAGEMENT AND CONSTRUCTION OF A PRIVATE STABLE

OPINIONS differ vastly as to what constitutes the essentials of stable equipment and as to what is proper in the way of discipline and management. One owner will be satisfied with merely getting more or less prompt service, and neglect utterly even to visit his stable, and to thus give his servants that incentive to keep things in shape and the place smart and tidy which the regular presence of the proprietor, and possibly of his family or friends, insures. Any servant who is worth his salt will take pride in his work and in his master's supervision of it; failing that interest, he will feel that he is foolish to work simply for his own satisfaction, and will begin to "skimp" and to neglect everything. A proprietor should for his own interests simulate an interest even though he feels it not, and should appreciate that he owes it to his animals as much as to his family to "keep house" properly. Dull coats on the horses, shabby carriages, dirty harness and rusty livery are a direct reflection on the proprietor, and if he fails in regard to himself and his belongings, how can he expect a servant to respect him or his property?

All the necessities in the way of equipment should be willingly provided, but a halt should be called if the bills show a long array of articles neither useful nor actually needful. Such accounts often reach prodigious lengths. Your horses will need (per horse) a day head-collar (best of heavy leather, brass-buckled), a cheap night-halter, day-blankets

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and sheets, according to weather; cheap but warm night-clothing (and, by the way, this should always be loosely confined, that the surcingle may not gall the backbone nor uncomfortably compress the chest). Too tight girthing prevents many a horse from lying down at all, and grooms are prone to pull up the straps very tight. Drinking buckets, one to two or three horses, unless kept in stall as they always should be; pails for washing, a tub and foot-tub, forks, brooms, shovel, stall-cleaner, basket, currycomb, body-brush, dandy-brush, rubbers, hoof-pick, sponge, soap—one full set to each man, and he made personally responsible for it—mane-brush and comb, shears; bandages (flannel), a set to each horse, and a set or two of linen at hand. These may be made at home for a few cents each, if the raw materials are bought, instead of costing \$1.50 the set. Pillar reins can be also home-made, if the cord and snaps are bought, for about twenty cents the set. A cheap hood is handy in case of sickness or for sending a clipped horse to the smith's, but by no means essential, and the same may be said of knee-caps.

The carriage-house will need shaft-supporters if two-wheeled vehicles are kept, and pole-racks, robe-racks and a good stove. The wash-stand needs hose (best suspended from the ceiling by a patent overhead sprinkler, which saves much wear and swings out of the way when idle), buckets, carriage-jack, step-ladder, hose and bracket, sponges and rack, chamios, feather duster, whiskbroom, rubber wash-apron and boots, soft soap, turpentine for removing wheel-grease, grease, etc. A box will answer for sponges; the hose-bracket may be home-made. A can of japan and a paint brush should always be at hand to touch up carriage steps, etc.

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For harness-room one needs a mirror, harness brackets and saddle brackets; "compo" and crest brushes, black (and ordinary) chamois, beeswax and harness dye, neat's-foot oil and lampblack, sand for steels, soap, polish, harness paste, saddle paste, harness cleaning-hook, burnisher, harness punch, stove and boiler if hot water is not otherwise obtainable and the room not otherwise heated, in order that men may be comfortable.

For the livery one requires boot-trees, boot and hat brushes and whisk, blacking, breeches paste, breeches trees, button plate. City stables will be perfectly lighted or can readily be made so. In the country, if lanterns are the dependence for night work, it will be found convenient to stretch a wire down the length of the runway behind the stalls and hang upon it several S hooks made of wire. The overhead wire should be within reach (say seven feet) and run near the wall. A man may thus hang a lantern on the hook and push it along as he goes from stall to stall, avoiding all risk of upsetting it by leaving it on the floor. The same arrangement in the carriage-house will be found effective. The large reflector-lamps generally used give a good light, but cast it only in one direction.

Grain-bins and hay-chutes will of course be large and easy of access. A mixing-tub for cut-feed or bran mashes, a hay-cutter, oat-sieve, etc., are necessary.

Economy goes hand in hand with order, system and cleanliness, and all stable work should proceed along a regular routine, certain hours being, as far as possible, allotted to special tasks. In this matter the master must lend a considerate hand and see that his orders do not cause a derangement of methods which are in regular operation. Orders should be given in time, not only for their reasonable fulfil-

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ment, but so that the feeding hours may not be seriously interfered with. Horses are dependent upon their meals at regular intervals, and while they will welcome anticipation of these periods, they will not quietly bear the reverse, and their condition cannot long maintain if this detail is neglected. Everything, from the morning watering to the night feeding, should progress along regular lines and at regular hours, and the master should be able to know at just what tasks he will find his men employed if he visits the stable at a given time.

Order should be the rule, from the cleanly swept carriage-room to the tidy loft, from the squarely placed doormat to the carefully ordered medicine shelf. Every tool should be in place—the cleaning-tools in their case or basket and on their shelf; the brooms, forks, etc., hanging up on nails, the pails set carefully in place; the harness-room clean swept, and all tools not in use on their shelves, all sponges, chamois, etc., wrung out and put away. Every least thing should have its place, and “any old place” is worse than none. Closets are undesirable, as they are not apt to be kept tidy, but an open shelf has no secrets. The windows should be spotless, the floors ditto, all nooks and angles swept and dusted, and a cobweb impossible to find. There is no excuse for any odour save that of some healthful disinfectant, whether the stable holds one horse or one hundred. At least once in ten days the whole place should be turned out, washed down, and cleaned through—stairs, drains, corners, shelves, etc. Windows are made to open, and should be kept so as much as possible. All pails, cloths, etc., should be as sweet and clean as soap and water can make them. As there should be a place for everything and a time for each operation, so should there be in force a regular method of procedure about even the most trifling duties, and a task once begun should be

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completed, and not left half done. Nothing looks worse than to see a floor half swept when the man starts to wash the carriage, the broom, etc., meanwhile standing about out of place, a few bandages hung out to dry while others soak, a horse half cleaned and left while some other job is begun, the general result being that everything is slurred over. From "setting fair" to locking up, every detail follows in regular course and nothing should be hurried, nor should your men be allowed to work in dirty trousers and shirts—at least, after the stable is "set fair." Any extra expense for outfit or for laundry will be trifling, and should naturally be borne by you. The cleaning of a horse, carriage or harness demands definite consecutive operations, and you should familiarise yourself with them enough to know not only how they should be done, but what time should be allowed to do them. Thus, to properly dress a horse will take, if a man "keeps going," twenty-five minutes; to wash a brougham or similar vehicle, about the same time—metal furniture, glass polishing and other final touches, about fifteen minutes more. An ordinary brougham single harness will demand about the same time—so that, roughly speaking, an hour and a half should suffice to finish these operations for a single equipage, there remaining boots to polish, breeches to pipe-clay, etc., and livery buttons to shine. One man will capably attend to three horses and the usual vehicles kept for them; if more are kept, one helper will suffice unless eight are used, when work will exist for two assistants. Of course, if a groom is needed for the box, when only a pair are kept, one may be employed, but not economically, as a house servant may perfectly well—in a lady's open carriage most appropriately—combine this with his indoor duties.

Taking one year with another, the average expense of a

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horse's yearly keep, less the cost of stabling and wages, will be about \$250, which includes only food, shoeing, etc.

Carriages and harness will last about three years before they, under ordinary usage, need repairing or replacing. This, of course, contemplates first-class care and prompt attention always; constant inspection of bolts, nuts, rivets and stitching, that repairs may not be delayed. Of course, if they are constantly on the go and in all weathers they will not retain their fresh appearance as long, and two years, or even two seasons, may put them in a most shabby condition. It is an excellent plan to arrange with a carriage-maker not only to attend to the wheels for all your carriages, but also to inspect them at least monthly, and his guarantee of efficiency is worth all it will cost you by yearly contract.

The last economy practised should be that of wages—by which is meant that one cannot pay a *good* man too much, while a *poor* one is dear at any price. Sixty dollars, if a man boards himself and is sober and competent, is cheap; anything less is unwholesomely so, and he who pretends to be satisfied with it is looking to perquisites of some or of all kinds to make up the deficiency. As these come out of your pocket in the long run, you had much better pay a man a living wage, and then perhaps he will treat you with more leniency in such respects. Better far an excellent servant and various makeshifts in the vehicles and equine line than a “lumper” and the finest outfit that money can buy. In the first case you will at all events get good if not especially ornamental service; in the second you will be lucky to escape without heavy expenses, damage suits, coroners' inquests (possibly on yourself), and many indurations of temper and of varnish.

To preserve your animals always in health the services of a veterinary will be occasionally needed, and as these are

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always at hand nowadays your man should distinctly understand that any attempt by him to treat an ailing horse, albeit successfully, will result in his immediate discharge. This is summary, but wholesome, for in the first place he cannot possibly really *know* very much about either symptoms or treatment, and, in the second, you do not hire him for such work; or, if he *is* really competent, you are cheating him of his due, no matter what wages you pay him. Such responsibilities are not properly his, and he is foolish to assume them, and you are also if you permit him to do so. If one of your own family is sick you forthwith summon your physician and procure the best skill within reach; for your pocket's sake, at least, do the same with your horse.

If you are compelled to occupy, as most of us are, leased stabling, you will be obliged to put up with much impractical construction. At least, however, you can secure air in reasonable quantity. If you cannot induce your man to leave the windows open, send for a carpenter and have them taken out, making all safe from entry by means of iron bars if necessary. The dampest and most unwholesome stabling may be made safe and sanitary if air and sun are freely admitted. All our stabling arrangements have been adopted unchanged from those of other countries, whereas, since almost tropical heat prevails here at times, we should prepare for it. To this end all stall partitions should be slatted, and all such divisions be movable instead of permanent, both on account of cleanliness, because stalls and boxes are thus readily interchangeable, and because room may thus be afforded for other purposes. What a curious custom is that which induces an owner or landlord to construct a "six-stall" or a "ten-stall" or a "one-stall" stable! Why not so arrange matters that stalls may be put up anywhere—or nearly all

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cleared away? Thus your “six-stall” could accommodate at will either twelve or fourteen saddle horses, or four horses and many carriages, according to demand—and so with all such buildings.

CHAPTER XVIII

FEEDING, GROOMING, SHOEING, ETC.

THE acquirement and preservation of health in the horse under the conditions attendant upon his use by civilised man depend upon the proper performance of the acts of feeding, grooming and exercise. As the old saying runs, "The good of a horse goes in at his mouth," and that this is, broadly speaking, very true is proved by the fact that the beast of moderate class will, if tended in first-rate fashion, approach more nearly the abilities of excellence than that other which is, however good in himself, ill-cared for.

By proper feeding is not meant the mere setting before the animal thrice daily of a bunch of hay and a feed of oats, relieved occasionally by a bran mash. This ration, however ample in quantity and excellent in quality, is cloying from the endless repetition so usual with the average horse-keeper; and while it assuages the pangs of hunger, it fails through lack of relish to nourish as it should. Condition falls away, the horse shrinks in flesh and grows dull, while his coat is as lifeless as his eye, the indigestion which accompanies this condition being as much an effect as a cause.

Not only is it needful that the diet should vary in taste, smell and appearance, but it must be modified according to the work and increased or diminished as necessary. Attention must also be paid to the relation between hours of feeding and exercise, and matters so arranged that neither the pangs of an empty stomach, nor the discomfort and danger ensuing from work performed upon a full one, have long or often to

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be endured. Of the two, the evils of abstinence are the least by far, as it entails no dangerous sequels in the way of colic, or of broken wind from ruptured air-cells in the lungs caused by the pressure upon them of the diaphragm when at fast work.

The hours of feeding, as arranged in the ordinary private or public stable, are, for the best welfare of the horse, separated by too long intervals of time, and he accordingly is likely to suffer in health and consequently in condition. The hours of six, twelve and six leave a long period between feeds, and the animal's stomach is small, his assimilation rapid. A further subdivision is best but not generally convenient, and consequently the hours of the two late meals are apt to vary considerably. Six, eleven, two and seven make better meal hours, dividing the noon feed into two. In private stables the horses are in summer frequently not ordered before five o'clock or even later, and in winter the shopping tours of the morning are likely to keep the carriage out until about lunch time—one to one thirty—so that it is often two o'clock before the second feed can be eaten. A first-class coachman will allow for and make up for these irregular meals, but the average man does not bother about it, as his charges show. A late feed, at nine or ten o'clock, is very acceptable to shy feeders, and many of these make their principal meal at night, when all is still and their nervousness is allayed.

The quantity of feed is usually ample, its quality generally of the best, but there is too much sameness of provender—too little attention given to tempting the appetite, to varying the flavour, and to regulating the supply to the demand, the food to the work. If all were hearty “doers,” and if the hours of work were regular, results would not be so

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bad; but, as a matter of fact, many of the nervous, fussy horses are, when properly handled, the very best and most enduring, well worth the extra time and trouble necessary to keep up their condition and to cater to their preferences.

The essentials of feeding are good materials, regularly offered and cleared away, placed in sweet and clean receptacles, variously flavoured, and temptingly blended.

As a basis of all equine rations, hay deserves first consideration. An average horse will consume about twelve pounds of hay daily, the larger feeding being at night. A handful at the noonday meal, if the animal is not to be used at fast work for an hour or two, rather assists digestion by distending the stomach, and is a welcome addition to that meal. Timothy hay of the coarsest fiber is insisted upon by most purchasers, not for any known *reason*, but because they have been instructed that such fodder is the best for working horses. That this is correct of the race-horse and the trotter in training is true, as such hay is intended merely as a background for the grain, which is the mainstay. Some years ago all hay for such horses was pulled through (often very dirty) hands to remove all leaves and allow only the woody stalks to remain, but as horses are not as fine-drawn now as then, more sensible methods prevail in other ways and the animals are allowed practically all they will eat of hay or anything else. Excessive demand for this coarse hay has put the price up to a prohibitive extent, and as there are many of the finer and clover-mixed kinds much more nourishing and very much cheaper, horse-keepers will do well to experiment, and will derive great satisfaction from many of the less expensive mixed kinds, gaining in flavour, saving in price, and helping in subsequent condition. Some of these, as the clover-mixed, are apt to be dusty, but a

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slight sprinkling with water allays that objection, while the use of the appetising ingredients recommended further on render even quite poor grades perfectly acceptable, wholesome and useful. Such economies may not with one or two horses seem worth while, but where a number are kept the saving is very handsome. The finer kinds contain, besides timothy, red top, clover, June-grass, blue-grass, sainfoin, and various other herbs and grasses, and, given an equally well-cured bunch of each, animals always prefer the fine to the coarse, which is nearly pure timothy. No hay is so underestimated as clover, and none is so nourishing and wholesome. We hear much about the "Kentucky blue-grass" and nothing at all about Kentucky clover; yet, if any stock farm in that region is visited, the barns will be found crammed to the roofs with clear clover hay—nothing else—and that succulent fodder it is which develops the excellent horses which come from the blue-grass as from all the other western States. Green or cured (cut-feed or long) clover deserves the title of queen of the grasses, while timothy, save for its bulk, is not especially valuable. This is directly contrary to all accepted practice and theory, but is open to demonstration by any one who takes sufficient interest in his dumb dependents to experiment for their welfare.

Oats are as staple as hay, and here again we are in the habit of placing too much dependence upon the best white grain and overlooking the poorer grades or the blended, which sell cheaper and are equally as useful for horses during the average work of private stables. Boiled, steamed, flavoured, in oatmeal, etc., there are various methods of feeding which the average groom never troubles his head about, but keeps on with the old routine until condition vanishes and either he or his charge is replaced.

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Corn is little valued in the East, yet is, particularly in cold weather, a most useful food, especially when fed on the ear, which prevents a greedy feeder from bolting it whole. It is a very strong, fattening food, and western-raised horses will eat it when all else proves distasteful. The cracked corn of commerce is a useful addition as a change in or as part of a ration, and either it or the ear corn may to advantage be soaked for twelve hours before feeding. Corn-meal is used with cut feed, and for horses at slow work, when combined with oatmeal in proportion of one to two, makes an excellent feed, providing precautions are taken to keep the animal's stomach sweet.

Bran, middlings, etc., may well be blended with every feed, either dry or as a mash, and a handful or two will, when fed dry, restrain a glutton. There is nowadays, thanks to improved milling machinery, but little if any nourishment in these articles, but they assist a healthy condition of the stomach and bowels, and therein find their chief use. Bran mashes, properly made, thoroughly steamed and containing flaxseed jelly, sugar, molasses, etc., are most fragrant and appetising, and five quarts or more of such a mash should be the portion of every horse on Saturday nights, or if, for any reason, he is to be idle for a few days.

Flaxseed jelly made by pouring boiling water upon the whole seed is most valuable, and a half-pint of the jelly twice or thrice weekly promotes a blooming coat and is very appetising and nourishing. A properly made bran-and-flaxseed mash smells good enough to tempt a human being.

Of condiments to stimulate appetite and to promote flesh, molasses (the cheapest black kind), brown sugar, salt, ginger, etc., are all valuable. Water sweetened with

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molasses and sprinkled over hay will insure its consumption to the last stalk, while the same treatment to grain will cause it to be greedily eaten. Roots, as carrots, etc., are useful to give a fillip to the appetite, and almost any kind but potatoes will be freely eaten; while apples, etc., sliced up in a quart of oats for a dainty feeder, will bring his nose to the manger. A daily handful or two of grass in season, or a few moments' picking at pasture, are especially useful when a horse has long been kept in the city; and a sod, if placed in the stall, will be consumed, roots, dirt and all. Salt is a necessity, and a block of it should be always within reach in the stall, that the animal may take what his system demands. This is better than the mingling of common or of Glauber salts with the meals in a haphazard fashion.

If cut-feed is regularly fed, condition will not long obtain unless precautions are taken to keep the stomach sweet, for this material quickly ferments. The following should be used a tablespoonful to each feed:

Bicarbonate of soda	} equal parts
Gentian	
Powdered ginger	

The chaff should always be cut very short, and the mixture stand for several hours before feeding.

Water copiously, and have it always at hand. No horse can hold or gain flesh, do well or be well if he is not a large and frequent drinker. Especially late at night does thirst overpower him, when he has stowed away a large meal of dry hay and grain; yet, as ordinarily kept, he has no relief in sight until six or seven next day. A handful of hay the very first thing in the morning will make horses drink deeply and thus clear the way for their first grain feed. "Hay tea," made by pouring boiling water on cut hay,

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steeping it and using the fluid, is most nourishing, especially to bad feeders, and such an animal, which would turn faint at the sight of two quarts of grain, will drink eight quarts of "tea," containing the essence of eight pounds of hay, and a pint of flaxseed jelly—quite a square meal. For old horses also this "tea" is very valuable, and for those which it is desired to fatten quickly.

Bedding should be of straw, and here again "handsome" wheat or oat straw may often be found nearly as good as rye and not one-third as costly. Peat moss is much used, but any material which retains the fluids cannot be healthful, the same fact applying to sawdust, shavings, etc. The bed should be deep, well laid up on the sides, and frequently renewed, care being taken that the portion under the animal's forefeet and nose is clean and sweet, not reeking with filth, as often arranged. Economy in bedding is poor policy and an injustice to a hard-working beast, while proper rest has much to do with the preservation of condition.

Regarding true condition, we have rather grown of late into accepting or demanding for it a false appearance. This has come about through the omnipresent horse-show, where over-fattened contestants caper for a few moments conspicuously before the public and cause us to accept their overfull outlines as the indication of perfect bodily order for hard, fast and long-continued work. In this we are generally wrong, and experiment will prove that the crest is not to be kept up, the belly down, the quarters plump and full, if steady, hard work is to be done, but that this obesity, catering to a diseased taste, is but transient, and as deceptive to the eye as to the hand, trying to the feet and legs, clogging to the vitals, the muscles and the externals, and masking under the imposition of copious fat bodily imperfections

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which are not infrequently excessive. The average show horse is at least twenty per cent. too bulky to perform active labour with ease or safety to himself, and the average owner who demands steady work from his stable will find this to be true.

Condition is to be attained and maintained only by a judicious combination of feeding, strapping and exercise. Not one of the three alone will insure it, nor will any two, but a judicious blending of the whole is essential, and that every day, week and month. Condition is simply the maintaining of the animal in a state of physical vigour and muscular development adequate to the work he is called upon to perform, and as he is gradually brought up to that point, so should he be gently "eased away" if from any cause his labours are to cease or to become intermittent. Thus his food should be graduated always to the task—extra amount for extra work, less for easier.

Grooming need not be considered in detail, but it should be a regular massage—not too much of the bruising, battering, slam-bang style of strapping so much in fashion with the old school of hissing grooms, who belaboured their charges with "swipe" and twist as if trying to stave in their ribs, but a quiet, gentle cleansing, not only by brush, comb and wisp, but by soap and water as well—for the bath is as soothing and grateful to the quadruped as to the biped. A good shampoo with soap and water, a quick scrape and a rub-out never hurt any horse yet, and his condition is all the better for it. Either tepid or cold water may be used, and, if the animal is very valuable, an alcohol shampoo will close the pores effectually. A tired horse, however, should never be messed about needlessly, but dryly clothed, bandaged loosely, and left alone until rested. The prejudice

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against using water on the legs is not well founded provided the heels are dried. What is there against the copious use of water internally or externally that causes horse-keepers to allow it so sparingly? A man in training pulls off his reeking sweater and plunges into (and out of) cold water, all the better for the reaction—and the same effect is by similar treatment produced upon the horse. You drink ice-water when hot—why must not your steed absorb a few quarts of fluid until he has cooled out, being meanwhile nearly wild with thirst? In what do you differ? Give your horse all the water he needs, so long as it is not colder than the air and his circulation and respiration are regular; bathe him freely, but dry him properly. At pasture the rains soak him for hours to no detriment. If you by your fostering (?) care have brought him to such a pass that he cannot bear a little exposure, your policy in regard to him is all wrong and should be changed. A horse is meant to resist exposure: it is good for him and natural to him, and you should see that he gets it.

To say that shoeing has any bearing upon the condition of the body sounds radical, yet reflection will convince one that, even as a supposition, it need not be contrary to fact. Anything that effects comfort and ease, affects condition, and the fit and set of shoes have much to do with the matter. Scientific shoeing is now so general, and special necessities receive such able and prompt attention from smiths, that there is no excuse for other than perfect fit and perfect feet. Special attention should be paid to the fact that the feet perspire, and no blacking or other nasty messes should ever be allowed to clog their pores and disfigure their natural beauty; nor should the rasp ever touch the delicate and glossy covering, as is so generally allowed. A wipe over with a damp

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sponge is all that is ever necessary, and the blackened or greased hoof is covered with dust before the horse has taken ten steps outside. In the same way, nothing but water should touch the sole, and a wet sponge confined therein by a bit of steel is better far than all the stoppings so popular with grooms; while wet swabs tied around the coronet afford moisture enough to keep the feet healthily growing. As the foundation is to the house, so is the foot and its protection to the horse, and, far as we have advanced, we are yet too much hampered by tradition and by obstinacy to realise the vital importance of the proper shoeing and treatment of the feet.

Beyond a doubt, the Charlier system—whereby the shoe is fitted in a narrow groove drawn by a specially made instrument in the horn—is most valuable, practical and useful, leaving the entire sole and frog in a state of nature and protecting the parts that need it; while, from the very narrowness of the shoe, pricking is unlikely and interfering usually corrected. To be sure, its application requires a good smith, and, equally sure, his bills will decrease. This form being discarded, the shoe, which is flat next the foot and concave next the ground, nearly follows the shape of the natural ground surface and is very effective. All shoes should always be filed smooth on the side next the horn; they should fit the foot (not the foot them); should be nailed with nails well slanted and taking a shallow hold, that the holes may be near the ground surface and quickly grow down; the nails should be driven with sundry gentle blows rather than two or three whacks; not drawn too tightly; neatly filed as to clinches, and these smoothly turned down and in; the sole and heels should be untouched; the frog ditto; not a tool used for this work, but the rasp to shorten the toe and level the walls. The dead sole will slough away

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of itself. The shoe should always be a little "sprung" at the heels—just clear of them—that they may expand naturally, and not more than five nails should be used.

Personally, the writer has derived great satisfaction from the use of the tip, and even from leaving the feet bare when horses were used only over country roads. The tip, slight, narrow, and fitting in a groove drawn in the ground surface of the toe, so that its bottom just comes below the foot, affords really the only protection which the normal foot requires, and even that one which has been long used to full protection will, if allowed, quickly develop remarkable powers of secretion and growth and become a regular slab of horn, with a great frog filling out the strong heels and quarters, and all bearings falling as nature meant they should. Only three nails fasten the tip, and it extends round the toe only, the groove in the horn preventing it from springing or becoming displaced. For economy and practical usefulness there is no better shoe, but, of course, for steady work on pavements, or for balancing the fast trotter or the high stepper, other fashions of shoeing are necessary.

The bare foot is perfectly practical in all cases where the animal is used in the country, provided his natural foot is strong—as it almost invariably is—and that precautions are taken to keep the horn growing fast and properly levelled, and to lay the horse aside for a day or two if he becomes a trifle foot-sore through long journeys or the attrition of gravelly roads. Especially in winter is this useful, and no horses ever need shoeing then; nor will the animal so treated interfere, over-reach, speedy cut, or have corns, quarter-crack, quitters, or any of the ills which feet are heir to; and the same advantages obtain as from the use of tips, while economy is in both cases greatly augmented.

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The rubber pad, now so generally and satisfactorily in use upon the feet of all fashionable city carriage horses, etc., is most essential wherever the asphalt pavement is in use, is a very safe form of foot-covering, and affords a really secure foothold over slippery streets. It resembles closely the surface of the natural foot, and is, while as yet expensive, thoroughly competent for the task, its one drawback being that it is apt to render a horse a little careful in his movements if he has weak quarters, as the rubber tends to spread them constantly. The pad will be improved when it does not entirely cover the sole, as at present the leather contains dirt, etc.—more than is wholesome. There exists a crying need for a cheap pad which is within the reach of the poor man, if not for daily use, at least in time of emergency, as after a sudden rain and freeze—something that can be slipped or buckled on and enable him to reach his stable in safety. Asphalt pavements seem likely to be universal, and shoes or pads must be invented which will render locomotion over it safe and easy, although regular and slight sanding will greatly help matters.

CHAPTER XIX

STABLING AND STALLS

ANY arrangement of stabling which ignores the fact that our American climate is unique in that it combines in most localities extreme heat and cold will not afford to the owner or the equine occupants the satisfaction it should. Thermometric variations from 90° and more above to 10° below zero mark a wide range of temperature, and while warmth can always be secured by artificial means if necessary, coolness is not as easily and uniformly provided.

Solid and high stall partitions entail much discomfort to the occupants in hot weather, since each apartment interferes with the free circulation of air. If owners would visit their stalls upon a steaming July night at about 2 A. M. they would be amazed to notice the range of the mercury, the quality of the atmosphere and the condition of the horses.

Slatted stalls, or, better and more economical still, the swinging "bails," will allow free circulation to the reclining or standing animals, and will maintain a current of air not only overhead, but near the floor, which will minimise the carbonic gases to the least possible quantity and assist hygiene in every way. Probably there is nothing more genuinely essential to satisfactory stabling than this generally neglected point.

That the essentials of stabling appeal as directly as they might to either owner or architect is rarely the case. Undue deference is paid to externals, and the arrangements indoors are frequently neither as convenient, as consecutive, nor as

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wholesome as they might be. Complicated systems of drainage and ventilation are never desirable, however attractive they may be to building enthusiasts and to opulent proprietors.

Everything should be practical, inexpensive and compact, constructed not especially with regard to careful and suitable usage, but scaled down to a point where the average stable hand can do them no harm, however rampant the neglect.

Firstly, we need exposure of the building suitable for the welfare of its equine occupants; secondly, air and light in abundance; thirdly, complete and cheap drainage; fourthly, freedom from damp, which ample light and air will insure; fifthly, convenience of all internal arrangements, and ample room for horses, vehicles, etc., and for working about them; lastly, accommodations for servants, for hay, grain, etc.

The apartments for the horses require an exposure that shall cause as slight variations as possible in the temperature, and for this reason a northern and western outlook, as being least affected by the heat of the sun, gives best results. Much illness among the occupants can be traced to neglect in this particular, and the variations caused by, for instance, a southern exposure in the winter months is very great during the twenty-four hours. Horses will endure, and be all the better for, any amount of cold, if only it be uniform. If the stalls must be placed upon the south side, there should be awnings or a veranda arranged over the windows upon that side, as well to moderate the heat as the glare of the sun. The coach-house, on the contrary, needs all the sun it can get, that it may be always dry and sweet and the carriages easily sunned and aired, as they should frequently be to prevent harm to varnish, linings, brasses and steels.

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Light in the stable will be best arranged if it can come from overhead, through skylights or high up in the stalls, and in no way can complete ventilation be more certainly obtained. No glaring windows, low down, should be permitted, and if any such must be included they should be in the rear of the stalls, or, if at the head, be heavily gray-washed, that the blaze of light may be modified as much as possible. This is effected by mixing lampblack with white-wash to the desired shade. Frequent gas jets or the not more costly electricity will give plenty of light at night, and there should be no dark corners which cannot be illuminated at need.

Contrive all the ventilation possible for both the carriages and the horses, and when this is done strive by every means to get more. No stable ever yet had enough air, and the nearer we can come to the open atmosphere the better for every animate and inanimate thing in the building. Horses not only do better, last longer and work more enduringly, but those afflicted with trouble in their breathing will be different creatures if thus humanely kept. The skylight advocated over the gangway behind the stalls should have its sashes arranged to swing or lower by means of pulleys, and even if these are tight-shut the crevices will afford some ventilation, while direct draught is avoided. Foul air will rise, contrary to general supposition. Overhead windows above the stall-fronts, hinged at the bottom and telescoping into frames, so that there is no side draught, facilitate airiness and free circulation. The horse apartment in winter should range about 65° , and if we can by any means hold the thermometer near that point the year round we shall do well. The simplest drainage system is invariably the best for stable use, and all curiously devised arrangements of sinks, traps, etc., afford poor satis-

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faction to every one but the plumber. Servants are too careless, and the chief point in the matter is to arrange something that will freely drain, and be a telltale upon the slothful fellow who neglects to care for it. A galvanised iron receptacle at the end of each row of stalls in the gangway, large enough to contain the probable fluids of twelve or twenty-four hours, set into a small pit sunk into the floor into which the drains directly lead, is by far the best, simplest and cleanest plan to follow. If not emptied regularly, it simply flows over, and that is all there is to it; while the short drains make easy flushing, and present no traps, curves or angles to obstruct. An iron or wooden cover makes the pit safe, and several of these can be arranged in a large stable; while, as the gutters are open or lightly covered, they can be swept down and disinfected daily. The stable floors of asphalt slope steeply to this gutter at heel, but the plank stall-floors are so bevelled on the bottom from front to rear that they afford a level footing. These floors are either hinged at the sides and made to lift up like cellar doors, or the three or four middle slats are removable, and all can be daily washed and swept clean, not only as to the slats, but as to the floor underneath. If deep gutters and hidden drains are most approved, the drains of the carriage wash-stand and the harness-room sink should lead into them, so that the large volume of water constantly flowing therefrom will cleanse the stall drains thoroughly. Into such drains solutions of copperas should be frequently poured.

Thorough ventilation and the use in the carriage- and harness-rooms of artificial heat will prevent an undue amount of dampness from accumulating there. Wooden walls are dryer than brick in this climate, and if these are sheathed and wainscotted they will be found highly satisfactory.

STABLING AND STALLS

Basement stabling is apt to be damp and consequently unhealthful.

To keep servants contented and to expedite stable work convenience of arrangement is vitally necessary. Nothing annoys a really good groom like unhandiness of details, and they soon grow tired of aimlessly running hither and thither for the articles which should be close at hand. From harness- and cleaning-rooms to feed-bins and hay-loft, everything should be easily accessible; all procedure in putting-to and unharnessing definitely consecutive and orderly. Thus the naked horse passes from his stall, via the harness-room door, to the waiting vehicle, and reverses the process on return, arriving in his stall clean and tidy, the carriage rolling forth-with to the wash-stand, and thence into its place. Faucets should fill buckets, etc., quickly; hot water in plenty should be easy to get; the hay and grain should land from above in the most convenient places; and the manure pit should be accessible and easy to empty, the closets roomy and fully shelved. No cupboards, sure to harbour odds and ends and dirt, should be permitted, but all such places should be wide open and placed where the master can investigate them without pulling the contents all about.

The most important detail is the accommodation for horses. The stalls and boxes should certainly, in America, be slatted, and not of solid material, the slats being quite as strong as solid planking. Horses do far better, eat better and are quieter and happier if they can see freely on all sides. Hay should be fed from the floor always, nor will any serious waste accrue, for what they leave on the floor they would also leave in a rack. Feed-boxes should be movable, that they may be taken out, washed and sunned. Water should stand in every stall, and these buckets should never be used under

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any pretext for any other purpose. Earth floors, made like a macadam road and well covered, are the best, of course, but cannot easily be made in city stables. Servants should not room directly over the horses, as they will annoy them by careless movements. Hay and grain, if stored in lofts, should have chutes (which will also assist ventilation) arranged at places handy for delivery, and, if there is space to spare, as in the country, arranging for sleeping-rooms and storage for feed upon the first story will lessen the cost of the entire building.

CHAPTER XX

CARRIAGES AND THEIR CARE

A VERY successful man in the management of his stable, carriages, etc., was always pooh-poohing the idea that expensive fittings were necessary, that damp coach-houses were inadvisable, or that anything more than the merest skeleton of a roof and walls was in our climate either economical or desirable. He was accustomed to point to his own equipages as permanent and indisputable testimony to the correctness of his theory—or rather practice, since his plan had little of theory in it. He simply took care that on fine days all the vehicles which were not used were sunned—not left for hours in a blaze, which might well have faded linings and cracked roofs, but drawn outdoors, protected by their coverings of duck and linen, and with these raised upon the sides, and the doors, etc. (of closed carriages), wide open, he insured their receiving a thorough airing which not only kept them sweet and free from mustiness internally, but kept the linings, trimmings, etc., in a perfectly dry condition. He contended that, given a carriage-house of ordinary sanitary conditions, the men were sure to keep it too much closed and not half aired, while the washing constantly going on promoted a constant dampness which the average weather conditions assisted, and in consequence mouldiness was bound to obtain. Even his harnesses were daily hung in the open, after cleaning, that the last vestige of dampness might be removed, as he believed much harm came from the perpetual washing, and that stitches were prematurely rotted thereby. Certainly no

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one obtained better results, and as surely every owner should see to it, that however well ventilated his carriage-house, its contents should, unless used, be drawn out into the sun and aired for several hours at least twice a week. Like everything else, it is the neglect of unconsidered trifles which affects the condition and duration of usefulness of a vehicle. The capable coachman is constantly pottering about his carriages, wishing to know for himself that all is well, and the cautious owner will insist upon it that proper supervision is maintained by his stable force regarding all those little details of wear and tear which are so gradual, almost imperceptible, and so generally neglected until either the vehicle must go to the wheelwright's for elaborate repairs or a general smash comes, and, like the "wonderful one-hoss shay," it falls all to pieces, or is found to be past repair. A wrench should be placed on all nuts and bolts at least monthly; a little japan will keep steps, whiffletree, pole-ends and other points exposed to wear looking fresh, these needing attention constantly; the leather of tops, dashers, wings, etc., needs constant care, lubrication and dressing; the "fifth wheel" and king-pin need attention; the window-wells and the floors must be properly dried; the lining brushed, beaten, and any stains removed; the carpets kept cleaned, and the leather trimming fresh looking; any cracks in roof or panel given instant care, the paint and varnish looked after, and the latter when freshly applied given ample time to harden, and this process hastened by washing it a few times before it is used at all, and then dried as fast as washed, so that the water may not spot it; all curtains, boots, etc. (as of buggies, rockaways, etc.), which are either folded away under the seat or rolled up under the dasher or up to the roof, should be frequently aired and kept well supplied; no squeaking should proceed from springs or

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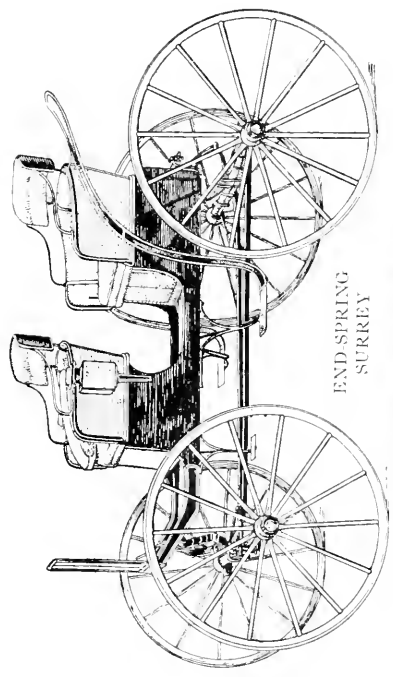
parts of the running gear, but all should be touched as needed with a lubricant, as castor oil, etc.; no grease or grit should be allowed to collect about the hubs or the circle, for these should be properly cleaned at every washing with soap and water. Camphor balls are useful if carriages are laid away, but if the stable discipline is perfect even these are hardly necessary, as the daily attentions will prevent moths from making depredations. The dusters should be of the softest feathers, and that for the body especially should always be of the newest. No dusting, of course, takes the place of washing, but a whisking over is always a needful preliminary to going out, though even then perhaps a large soft linen is fully as effective, certainly less costly, and lasts longer.

The wash-stand, if outdoors, should never be exposed to the sun, and always well elevated, that any spattering of muddy water may be avoided, nothing but cold water being used. A vehicle should be washed as soon after coming in as possible—before the mud hardens, if that can be managed; but if not, every bit of dirt must be well softened and literally “washed” away by copious floods of water—not scraped off with a wet sponge, taking varnish and all with it, as a slovenly servant will do—though this does not mean that the hose should throw too strong a stream, thereby forcing the grit away before it is thoroughly softened, and also possibly forcing water inside panels, window wells, etc., to their detriment. Especially must all grit be removed from around bolt-heads, the leaves and angles of springs, etc., and every place where there is a joint or a chance for any foreign substance to affect the free working or increase the play of the joint, hinge, etc. When perfectly washed it must be as thoroughly dried, and two chamois, one for the

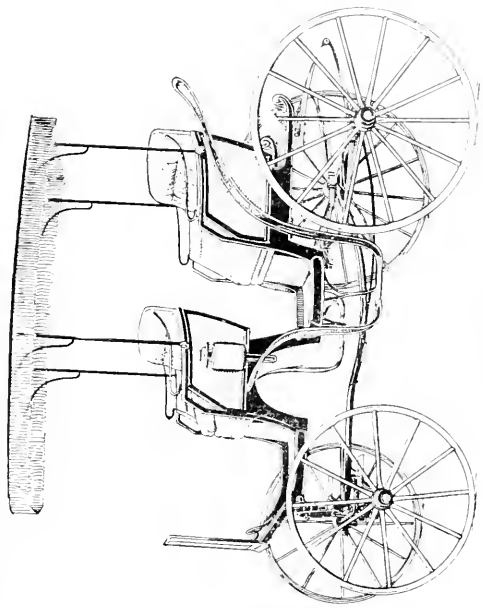
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body and one for the gear, are desirable, as are two sponges, one especially large and soft for the body, etc., and another smaller one for the wheels. If a carriage has a folding top, the top should always be kept up when housed, lest the leather crack and the ribs, etc., lose their shape; linseed oil should be applied at proper intervals, as after a thorough soaking rain, etc., and neat's-foot oil should be used in dressing any oil leather, as boots, safety straps, etc. All the metal parts on lamps, mouldings, etc., should be kept brightly polished by the use of plate powder and chamois, and the windows kept spotlessly clean by the use of whiting paste and the ever-useful chamois. The needful care of wheels and axles nowadays is much simplified, as the patent axles will run a long time untouched, but as they are of very delicate mechanism it is better that an arrangement should be made with a carriage builder to inspect and grease them at certain times, this tending to their durability and the maintaining of a satisfactory condition in them. Should a wheel ever "set" when in use, it may be regarded as fair evidence that another head man is desirable, and as an indication that as such an occurrence is significant of inexcusable negligence, other departments under his charge are probably as carelessly handled. In fact, such a happening affords as good ground for instant dismissal as would drunkenness. For greasing ordinary wheels, castor oil is the best lubricant; the spindles should always be carefully cleaned and wiped dry with a turpented rag; just enough oil should be applied to cover the arm thoroughly and not to drip, and the nut when screwed up should be carefully started in order not to hurt the threads of the screw.

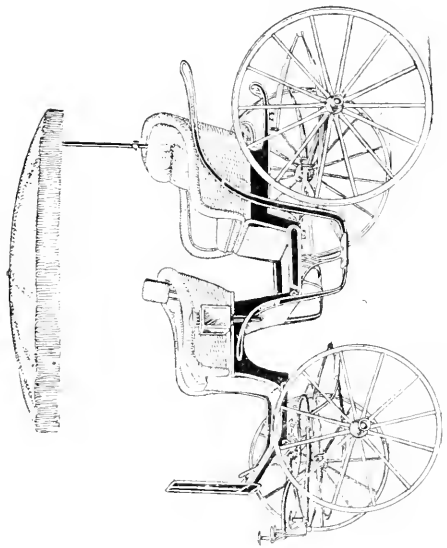
All pole-crabs, unless jappanned, should be thoroughly and regularly polished with sand and water, finished with a steel



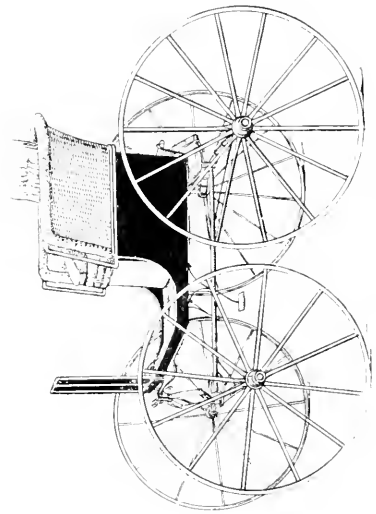
END SPRING
SURREY



BEACH WAGON



BASKET BEACH WAGON



MORNING WAGON

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chain polisher; chains, etc., if used, are polished by swinging them in a cloth or canvas bag, à la an Indian club swinger, and, if not to be immediately used, rubbed over with a little oil on a rag. Poles should be most carefully handled when in the house, and provided with a rest which will thoroughly and evenly support them throughout. They should not be hung, as they may warp and crack, nor stood up, as they may fall or spring. The rivets, etc., about the pole-head should be constantly examined, and there is no doubt that safety would be assisted by continuing the braces of the pole-head further along the pole than they usually are made. A head is easily twisted off, and when this happens it is almost invariably the occasion of a very bad accident. For the same reason, safety straps on poles or shafts should be much stronger than at present provided. The neck-yoke, used on the swinging pole, is dangerous in that its holder is made of leather only, the stitches of which are sure to rot in time and the leather to crack. The yoke should be provided with an iron ring inside the leather, thus greatly strengthening and safeguarding it. The pole-straps should be kept as flexible as possible, thoroughly oiled and cared for, and inspected as to stitching and to see that the buckle-tongues are not by any chance bent, but rest fairly in the buckles. This buckle is, next to that on the top of the hames, the most important in the equipment—and the least regarded.

Two-wheeled vehicles should always be supported as to their shafts by wooden horses which will keep the vehicles in about the position they occupy when horses are attached, thus preventing any bending and warping of the shafts. All pole-rests, etc., should be leather-covered, that paint may not be bruised, and as nowadays the patent shaft-couplings allow all poles and shafts on American-made vehicles to be

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almost instantly detachable, proper hangers should be provided for them, also leather-covered, and each should have its own hanging-place, being suspended by the cross-bar from two wooden or iron rests, thus protected.

Carriage robes should be daily brushed, spots carefully sought and removed with benzine, etc., and aired as regularly as the carriages, that no stable smell or mustiness may be noticeable and scent the owner's clothes disagreeably. Bindings should be kept fresh, and the metal disks common on driving aprons nicely polished.

Rubber tires, now all but universal, should always be in good order. These inventions are invaluable, not only as increasing comfort, but as so lessening the jar and vibration, that all vehicles last much longer.

CHAPTER XXI

THE HARNESS AND ITS CARE

NEVER economise on harness. Cheap horse, second-hand vehicle, a milkman coachman, if you must, but for the sake of all the "entities" and "ologies" let your harness be of the best material, the most conservative construction—on the grounds of safety if on no others; because it is the connecting link between horse and vehicle if nothing else, and therefore should be strong; because it, like your own garments, classifies you to the world at large as a "snob or a nob," and therefore should be quiet and appropriate. You may prefer, or your means may compel you to put up with, ordinary horses and unpretentious carriages, but every reason—real economy, self-appreciation and ordinary intelligence—forbids the "common or garden" ready-made harness and \$17.98, and insists upon the hand-made, reliable, well-proportioned and attractive harness of at least \$50 for single and \$150 for double. For another reason, be your beginnings as unpretentious as may be, you must have a standard to "live up to," a goal of excellence you would reach—we all have in every detail of life. Therefore, your harness, as the least expensive commodity to obtain of first-class quality, in the first place affords you a mark at which to shoot—and as neither before a second-hand carriage nor upon a second-rate horse does it appear really well, your inclination tends along directions ever upward and onward to the tasteful realms of harmonious equipage, and before you know it you are "taking notice" as never before of the eternal fitness of things

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in matters pertaining to the equine and his accouterments, and are by way of joining that vast and increasing army of horse-fanciers who take pride and pleasure in being well "turned out," not only for personal gratification, but also as an educational departure for the general public. Our parks and roads prove that the first ambitions of a citizen tend to vehicular extravagance, and that the \$2,000 carriage drawn by a \$400 pair of horses caparisoned in a \$100 set of harness is more frequent than pleasing. The adventurers have hold of the wrong end of the stick, and will probably retain it. There is little hope for them—there is much for you if you evade their errors.

Simplicity and good form are synonymous in equipments as in everything else—the garish and the elegant go never hand-in-hand; the bizarre and the appropriate do not herd together. Severe simplicity is the "best form," but it demands that all accessories shall be as elegantly perfect to lend to the *ensemble* that air of good taste which we all desire. Even somberness may be truly elegant—often is—if all accessories are suitable and in good taste.

Some definite plan should be followed in all these matters, and haphazard buying can but work evil and result in disappointment. Decide what size and kind of vehicles you mean to keep and then horse and harness yourself accordingly. Your heavy brougham harness will not do for a runabout or other light vehicle, yet may do very well for a gig, etc.; your road-wagon harness may pull your station wagon, but will never harmonise with its more massive lines; it costs no more to begin right, and it is due yourself and your family to do so. Personally, you may not care whether silver or brass is used, horseshoe buckles or square, but you will, perhaps unconsciously, compare your equipage with

THE HARNESS AND ITS CARE

others, recognise its shortcomings, become dissatisfied or ashamed, and have the expense of beginning all over again. You despise yourself, perhaps, on noticing that Mr. Dives's clothes cost at least \$65, are perfect in fit and cut, and make your own "hand-me-downs" look like a transfer slip by comparison, but you forthwith begin to reckon ways and means to see if somehow you cannot afford to patronise Dives's tailor.

Go then to a first-class harness-maker and pay him his price for what you select, eschewing all fancy scroll-work or too much plating. Have a modest monogram or letter placed upon the blinkers only (or on the face-piece, saddle-skirts, etc., if you prefer); forswear crests and badges of all sorts—you are honestly entitled to your letter or monogram, but whether you are to the other emblems goodness only knows; in this democratic country probably not—and be proud of it. Black, of course, the harness will be; brass mounted is the cheaper and more general, but silver is more desirable for that reason, and also because your man can much more easily keep it clean and fresh looking. Brown harness you should never buy—firstly, because it is not "dress" at all; secondly, because you would get ghastly sick of it if you did; thirdly, because, being conspicuous, it is not only in bad taste but draws special attention to your outfit and its deficiencies. It should be double-lined, of course; black-stitched; and the keepers (or harness loops) always of leather, and single; never box and of metal. (This does not apply to harness for road-wagon and light-buggy use, which generally has box loops, as do most harnesses for American vehicles.)

Briefly describing the most desirable construction of the different parts of the harness, it may be said that, as to the

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bridle, the blinkers should be square, or slightly rounded on the corners, and never round or horseshoe-shaped, as being not dressy and most unbecoming, as well as too commonly used on wagons and hacks; bridle-fronts of chain or square-band pattern, coloured leather being rather "sporty," and cloth being used only for the most elegant lady's vehicle when the full panoply is desired; buckles always square or slightly rounded on the edge, although all harness for sporting uses, as the runabout, road-coach, etc., may have the horseshoe buckle, and the light road-wagon harness generally has the same; the face-piece is always worn—in heavy harness, the gag-check, generally with pulley—these being removed if the check is not used; the nose-band should always have plenty of holes, that it may be taken up snugly if required, and constitute a useful portion of the appointments in assisting the biting instead of being merely an ornament as generally constructed. The collar is sometimes shaped, but, if not, is made straight for general purposes, and shaped (in a curve at top) in all outfits for ladies' or park work; the straight fits ordinary shoulders the best, and sets much closer: these are always patent leather, faced with black, except as to those for sporting use, which may be faced with tan leather—the saddle linings corresponding if this is the case; breast-collars are increasing in vogue, and while they may now be seen in gigs and even victorias, and have the advantage of bestowing a false appearance of length upon a short and thick neck, they are not in keeping at all, and distinctly undress. The hames are confined at bottom by a chain in single harness; by open or jointed kidney-links in double harness, the closed link being the fad of the moment, but either being really proper. The breast-plate should go, for safety sake, round the collar and kidney-link, although

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fickle fashion just now decrees that in appointment classes it must be fastened only round the ring on the inner segment of the kidney-link; these appurtenances should be taken up short enough to be really useful in backing and holding back. The hames-tugs attach to the harness by finger-draught in park equipage, ring-draught in sporting. Much argument has been wasted over the absolutely immaterial question as to whether the clips and rivets should be exposed or covered. If exposed, they should be plated to match the harness.

The pad should be straight-flapped, and if for two-wheel work the back-strap should work freely through the saddle-tree; French or English tugs are used, according to work—the latter nowadays principally on hansom harness only, so generally is the breeching done away with; double harness pads are narrower and longer than the single. Housings of all kinds are appropriate, combined with brow-bands, rosettes, loin-straps, etc., on all harness for a lady's use, and either to be driven by herself or by a servant, as being full dress and more in harmony with the general intention and appearance of the vehicle. They should, however, all go together, and not be used piecemeal, and always with pulley bridoon checks.

We have adopted the fashion of doing away with breechings upon many light vehicles, and have carried the fad to a dangerous extent, in some cases going so far as to omit it even for victoria and brougham work. For the runabout, the gig and other light vehicles such omission can work no particular harm, but surely the danger line is passed if we go further. Even the most docile animal will kick if his back-strap be too tight, causing the crupper to draw painfully under the tail, and the stops on the shafts which serve as hold-backs for the tugs are by no means unbreakable. It is true that some horses object to the feel of the breeching, and will

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kick if one is worn, but this is only a matter of making the animal accustomed to the pressure. The crupper itself is not infrequently too slight, and painfully cuts and presses the dock or has sharp edges which cause annoyance. Cruppers, in the days of long tails, buckled upon both sides, but nowadays are usually made in one piece. The breeching when used should be adjusted at just the proper length of hip-straps, and the ends of these should tuck snugly into the billets provided, and not project as an annoying obstacle upon which the reins regularly catch. Light road-harnesses are best made with the buckles set high near the back-band, that this objection may be removed. Trace-bearers in double harness should be just the right length, not dangling loosely about, riding up, nor strained by the traces.

The pad should fit exactly and be placed just back of the swell of the shoulders, where the muscles cease to bulge. The girth and bellyband should be soft and pliable, and the latter should work in loops upon the former's broad surface, thus preventing any danger of pinching or chafing. The trace-girths in double harness should be rather loose, and the tugs on the pad adjusted at just the proper length, the traces arranged so that they hang straight and in place.

The reins should be kept soft and be rather narrow and thin, that looping, etc., may be easy, and that the small hands of ladies and children may comfortably grasp them. Plenty of holes should be made for changing couplings, and the buckles at the bit end provided with long billets with several holes, that additional changes may be made there if necessary.

Great advantages accrue from having all the harness made upon the same general lines. Thus with a set of victoria or phaeton harness and a gig harness one may drive tandem

THE HARNESS AND ITS CARE

if long reins, traces and tandem terrets are kept; or a set of phaeton and one victoria harness may, with the same extras, make a four-in-hand outfit. Every horse may have his own bridle and collar—should have the last, anyway—and with them may take his place before any vehicle, single or double, at need.

Intelligent attention and a little watchfulness of weather conditions will make all the difference in the life of even the most expensive harness. Proper cleaning, blacking and oiling are required, and under the buckles is the place most generally neglected. A stitch in time will do wonders to hold things together, and patent leather and metal furniture need daily careful polishing.

CHAPTER XXII

SHOW-RING HORSES

SHOW-RING competition may perhaps not be classed with those contests which "try men's souls," but it certainly tends to develop and to lay bare many curious kinks in human nature and remarkable eccentricities in the characters of those who take part in such diversions. The "hard loser" and the chronic fault-finder expand to mammoth proportions about the ringside as they do nowhere else; and the man of equable temper, who never by word or deed disparages the performance of his rivals or the awards of the officials, is a very rare specimen, and to be cherished, when found, with the utmost solicitude. Probably no more expensive sport, except yachting, finds favour among us; for the possibility of financial gain is out of all proportion to the certainty of heavy outlay for equipment and for travelling expenses. The paltry prizes offered by even the most pretentious exhibitions are hardly worth mentioning, and far less valuable than they should be, bearing in mind the huge revenues and the enormous dividends paid by most of the shows. Exhibitors have no one but themselves to blame, however, that they are thus tossed the crumbs from the basket, and are most short-sighted that they do not demand larger purses, free transportation and free stabling and feed from every exhibition. An organization of exhibitors and a separate organization of horse-shows would greatly benefit themselves and each other, as the former could, in return for certain concessions, guarantee for each show a stated number of entries by caucus of

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members; while the latter could thus not only give its separate affairs ample guarantee of support, but could also adjudicate at leisure upon the various abuses which are finding their places in the arena—could effectively discipline recalcitrants, prevent ringing, prohibit the use of the cocaine needle and other “doping” tricks which are far too common, arrange horse-show dates in certain sequence advantageous to all interests, settle this tiresome appointment business, and exercise generally a wise and most necessary control over all branches of the sport.

The judge and the exhibitor engage in the arena in a contest of intelligence in which the latter makes every effort not only to impress the former with the merits of his exhibit but also to deceive him as to its shortcomings. To this extent amateurs adopt at times methods which savour too much of the tricky professional, and stoop to acts which they would resent upon the part of others in the same competition. Justice to our horse demands that he be properly apparelled and competently shown, but there the matter should end, and any schemes a “little out of line” sternly discountenanced. Showing horses, if not conducted in a fair, square, open and aboveboard fashion, is unworthy of patronage, and if the taint of shady deeds is once noticeable it will, as have so many other sports thus befouled in America, drop entirely from public favour into the oblivion it will well deserve.

If we would successfully pass the judicial inspection and appraisal, we must first find the raw material likely to develop into the phenomenon, or acquire the finished article at heavy outlay; we must equip, balance show and “place” him properly where he can win, and not shoot too high for the caliber of our gun; we must display him to the best advantage, either in person or by engaging the services of



LADY'S PHAETON

SHOW-RING HORSES

some competent amateur or professional. Ability in the last respect is by no means a usual personal attribute, as the large number who fail at the undertaking proves; but surely he of the genuine sporting spirit will prefer the excitement and pleasure of personal competition, even if success does not always come to him, rather than to occupy merely the position of an "angel" who finances an exhibition in which he is not competent to be an actor. It is this tiresome subordination to others as much as disgust at defeat which leads many a would be showman to quit the arena and to further augment the band of fault-finders, thenceforth deriving a mournful pleasure from reciting the "hard-luck stories" of his own personal experience and from listening to those of others.

Promising raw material is nowadays, if at all noteworthy, usually trotting-bred, or of more or less direct trotting descent; and the difficulties encountered in changing the balance and increasing the extravagance of the action are simplified by this fact, as methods nearly identical are appropriate to every case. His balance, his poise when moving and his pose when standing have all to do with his merits as a good "prospect" for ring honours, and need as much care as his proper biting. Gradually he must come to face the curb steadily, to endure severe checking cheerfully, not only in motion, but when standing still. Physic in two mild doses will have cleansed the inward horse; steady walking and jogging will develop and harden the muscles of the outer; while, once he approaches condition, his harness work will be of the most brief description—a few minutes every other day, perhaps, when every effort is directed to make him display and "parade" himself, his exercise otherwise consisting of a daily walk "in hand," the idea being to keep him

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superlatively fresh and "above himself," that, when shown in the ring, he may through sheer exuberance go to extremes in his action during the brief period when he is undergoing inspection by the judges, and may thus ultimately acquire as a habit the senselessly high action which show-ring requirements nowadays demand—action so absurdly exaggerated in many cases that it ceases to be graceful or useful, but degenerates into a mere temporary hysterical contortion.

Shoeing, the weight of the shoes and the appropriate length of the toes have much to do with developing high action. Just now, because some horse chanced to go high that wore a long toe to keep him from pacing and mixing his gaits as some trotting-bred horses will, it is the fad to wear the front toes abnormally and most harmfully long, and not a few horses have been crippled by the practice. Nothing but experiments will demonstrate what will suit the particular case, although, as mentioned, the fact that most horses are trotting-bred reduces the variety of action which we must correct. All the weight in the heel, or in the toe; long, short or medium toes; side weighting to straighten imperfect action; some needing to "break over" quickly in front, others to be extended more in their stride, etc.; his needs in respect to his shoes gradually unfold as his balance and his poise changes; but one thing is certain—that our native-bred horse is so wonderfully adaptable that, however much weight (often very great) he may need to square him and to force his action, this may be steadily reduced as he gains experience, until he finally carries a moderate-weight shoe. This result can be reached by weighing his shoes when he is reshod and making the new set weigh just the amount to which attrition has reduced the old, always assuming that the high action has, in the old shoes, been retained. The

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lighter these can be made of course the better, and the animals, if to show at their best, should, when developed, be left bare-foot between exhibitions, that the special shoes which develop the high action may have their effect when reset just before going to the next reunion.

Knee-action may be improved in all cases, in some instances to wonderful extent. Hock-action remains about at the normal, unless the subject has a faculty of naturally bending his hocks and "going off" them, as the dealers say. This natural tendency will greatly improve if given the chance, and the changed poise, even if the knee-action be in such cases none too high, will tend to develop the motion in front, from the fact that the hocks thus sent well under the body help to lighten the forehand, and to add much springiness to the action; while the animal who does not naturally and easily flex his hocks never carries himself as he might, nor gets them helpfully under him. Despite everything, however, if we go to the cruel lengths now noticeable in "gag-checking" our horses, they can never be at ease or go freely. The "squatty-going" horses we see so often in the ring are forced to move thus by the tremendous stress which the severe check puts upon their backs and loins.

Many a horse is considered to move his hocks well when the action comes all from the stifles, a noted peculiarity in the trotting-bred horse's gait being excessive stifle action. The really fast horse is sure to show this peculiarity, just as he is to more easily go high at speed than at a slower rate. Possessed of this ability to go fast, and restrained from rapid progress by sharp biting, we find frequently an extraordinarily brilliant development of action will follow, for if he cannot go *on*, he must, like water restrained, go *up*, and aided, as in no other horse, by the play of shoulders, stifles,

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hocks and knees, the result is brilliant in the extreme. The animal of no natural speed may go high, but it will probably be with knees only; nor is this action likely to endure sensationally, because the animal, being at the top of his pace, quickly tires and goes to pieces, not only because he is low-bred, but because the exertion is, for him, too violent to be long endured.

Lunging horses over deep straw beds, through snow or water knee-deep or less, over rails laid at certain distances apart on the ground, using "elastic action" controllers to knees and hocks when in harness, assisted by proper balancing, will temporarily help action, if the horse is allowed to trot only under such circumstances and walked at all other times. The improvement, however, is rarely worth the trouble, and affects chiefly animals of low breeding, naturally dull in intelligence, who are too dense to realise that, once the obstacles are removed, they need not continue to elevate the feet. Running the horse on hand, and keeping after him with a whip, will make him lighter in poise and tend to increase his action, and dumb jockeying will do some good in certain cases; but when all is said and done, a good pair of hands and ordinary intelligence and observation beats all the biting-rigging ever heard of, and, as no other factor in the job can do, cultivates the action that, once acquired, "stays put."

Never neglect your horse's caparison and equipment when you have got him fit and ready and are about to show for the money. This is the finishing touch, and if you do not display your goods to the best advantage you have no one to blame but yourself for neglecting your own affairs. Your harness must fit in every point, not "pretty well," but exactly: from bit to crupper, from bellyband to brow-band, that the horse may be exactly comfortable in every point. Beware

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of narrow brow-bands, bit wrongly placed, girths painfully tight, checks that are too short, back-straps too short; and that the animal is suppled as to his neck muscles, so that he can bend himself easily free from discomfort. Mane, tail and fetlocks should all be in order, vehicle fresh and clean, and everything neat and smart, plain and appropriate.

Never delay when the class is called, but get ready as soon as called, and promptly enter the ring when the bugle blows. Leave a late entrance, which savours of cheap advertising, to the flash performer and the notoriety seeker.

Never be led by the performances of others to go dashing about a show-ring as if driving in a race, and thus reducing the exhibition to the level of a farce by displaying a pace as undignified as it is uncalled for in heavy-harness work, and which at the open-air shows especially is so general that the whole idea of the competition is destroyed. A calm and collected show is what the judges want; when they desire speed they will ask for it, and you are only uselessly exhausting your horse to push him now. If you have any chance at all it will not be sacrificed by moderation in this respect. You may pull your horse together just once, if the judges are looking, and parade down one side of the ring, but that is enough.

Come in at once when called, and do not keep the ring-master chasing you about while you are trying to be cunning and to avail yourself of the thinning field to make a sensational show. The judges may not be looking, and you only fool yourself by these would-be clever exploits. When you reach your place, it does no harm to go a length or two beyond the line if your horse is well trained, and then to back into place; it proves manners at once.

No unchecking should be allowed in the ring, and if

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horses will not stand quietly checked they should be sent out. The practice is carried to cruel lengths, and horses are shown as they are supposed to work for hours if necessary. Nothing is more unfair than to free the heads if half-broken, and to minimize any advantage accruing to the docile and the humanely treated. Have your charge stand up and show himself when the judges come, and when told to back be sure that he is on his feet and so placed that he can comply—nor go one step farther than the judges require, for your horse may turn restive at that moment; so let well enough alone. Give them the best you and your celebrity can contrive at all times, and, as part of a show for which the public pays to enter, realise your subordinate part, and that you are on a par with any other performer.

Now comes the second and probably the final parade, so make up your mind to get the best your animal has and display it to the utmost advantage. Give him all the benefit to be gained by going into the corners, thus getting every inch of length for straight going that you can; if your charge gets cunning and hangs toward the center (driving on one rein), of course you cannot do this as completely as you would like. Particularly should you follow this course if speed is asked for and your horse is slower than others. You must inevitably lose ground, but if you do so by this means the officials cannot tell just how much you lack in this respect, because you are going the longest way round the arena. Regulate your pace, if you can, to what suits your horse, and at any rate keep him going square and level at all times, both for present and for future effect.

If he has a one-sided mouth, or goes better one way than the other, try and lead off when ordered, that you may turn him his favourite way, and, if you think you can challenge

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comparison, get in front or behind your most dangerous competitor and try to wear him down, cutting corners if he does (a little more than he does, to save distance), and generally availing yourself of every fair advantage possible, but never crowding, cutting off nor interfering with anybody, and always giving way if a dispute arises (the arena is no place for wrangling or for quarrels of any kind; leave all that to the professional and semi-amateur). When driving a pair or four, be specially careful, if you can, always to keep the best specimens next the judges.

Always keep a wary eye ahead and a listening ear behind, being prepared for a dead stop, a quick turn, or a smash; and notify others of your intentions, by the proper whip signals, when making sharp turns or pulling up.

Horses are doctored in the show-rings to-day, as never before, for all sorts of troubles in physique and temper, and the practices known to the "gyp dealer" are not neglected by people who should be above such things. Summary punishment should be meted out to all offenders. The man who dopes a wind-broken horse, doctors ankles, etc., for lameness or to produce action, and arranges all sorts of biting contrivances for deceiving the judges, is a cheap swindler, and for such cheating should be thrown out of all reputable shows.

Horses do better if stabled away from the show building, on grounds where they can be quiet, and, unless one is a dealer, there is no object in having them at the show at all; while the vehicles, etc., can be better cared for at livery than amid the dusty and dirty surroundings of the average exhibition, and one's smaller valuables are safer away from the crowd that always hangs about such structures or premises.

Travel by express is rather more expensive but far more

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satisfactory than by freight. We might to advantage journey more by road than we do; and show horses, led or driven slowly, can walk fifty miles or so in two or three days and be all the better for it, as well as free from all dangers incurred by car-travel. If they travel by cars or boat, they need protection upon the crown of the head by placing a thick pad there, and the tail should be bandaged, but there seems no reason for the ostentatious wrapping of the legs in cotton batting and bandages. You are responsible for the acts, appearance and manner of your servants, and should take care that they offend neither by action nor word the management, other exhibitors, or the public.

It is always gratifying to the public and to all good sportsmen to see the owner and the amateur taking an active part in the performances in the arena; nor should the tyro be discouraged by failure, or by the fact that at first he may be outgeneralled by other drivers, but remember that as he is now, so once were they, professional or not; that actual practice will bring proficiency and do away with the excitement and self-consciousness which make him, both before and after his entrance, so nervously anxious; while he should be above noticing the ridicule which possibly his first essays may provoke from the envious and the captious.

Not only is the new beginner frequently "rattled" himself, but the moment he takes up the reins his steed is likely to be upset as well, for the "wireless telegraph" to which all horses are so sensitive is forthwith at work, and the creature is disconcerted and upset before the time for action arrives.

Because professionals "nag" their horses, and shake them up by hand and bit manipulation, it does not follow either that horses act better for it or that the amateur should

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attempt it. Notoriously, the animals go better for a woman who lets them, in a way, drive themselves, than they do for most men, and the efforts of the novice to imitate more experienced reinsmen usually result in hopelessly confusing the horse. No animal fit to rank as a heavy-harness horse needs this mauling about, nor should it be allowed in the arena, where the judges are trying to find out what a horse does naturally, and not what he can be tormented and tortured into doing.

Anybody can win gracefully, but good losers are scarce, and the transcendent virtue of smilingly accepting defeat is a rare accomplishment indeed, and one demanding much fortitude of nature. Thus prepared, one's occasional successes prove all the more sweet. No sport has developed more "hard losers" and chronic "kickers" than the enormously expensive enterprise of horse-showing.

Finally, as an amateur, you should realise that it is to you and your fellows that the shows must look for support and advance if they are to endure in public favour; to your presence and active participation that it turns to hold in abeyance that ever-present danger which threatens all such organisations—the preponderance of the professional and quasi-amateur element which has proved an unsurmountable handicap to the many other sports.

CHAPTER XXIII

AMERICAN ROAD-COACHING

IT is curious that clubs for the promotion of four-in-hand driving have not been more frequently organised in America, where so many essentials to the sport are economically to be had, and where the roads are so generally good, the scenery so picturesque, and where points of interest are to be found adjacent to every city.

Perhaps it is harsh to say so, but it would appear that the only element lacking has been a liberal sporting spirit. The organisations at New York and Philadelphia are the only ones which have ever made any attempts at parades, etc., and they are to-day, while extant, neither especially lively nor very generally in evidence, save that the coach "Pioneer," which is running each spring from the Holland House, New York, to the Ardsley Casino, is promoted and backed by a few members of The Coaching Club (New York), and that the annual parades prove in each city attractive spectacles.

There was another club originated for the purpose of promoting road-coaching and open for membership only to men who had driven a public coach, which went so far as to incorporate, to elect officers, and to originate a very neat scarfpin, specimens of which are still in evidence. This body, the Four-in-Hand Club, was composed of some men already members of the Coaching Club and some others who were not, and it is a pity that it never actively began life. Another body, the American Coaching Club, is also in existence, but has hitherto made no sign beyond donating a prize for four-in-

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hand competition at a few shows. So far as known, these are the only coaching clubs ever organised in this country.

The Coaching Club of New York has done much for the sport, not only of private but of public four-in-hand driving, and its manual of correct appointments is universally recognised as standard throughout the country. Comprising in its list of members gentlemen as prominent socially and in the business world as they are in the realms of sport, its exclusive character has perhaps been rather a drawback to the liberal advance of interest in the amusement, because so many of its members are not actively in touch with its undertakings, and a number of gentlemen who are conspicuously interested are not members; nor does the younger element, either inside or outside the elect, follow up the sport with much vigour. So lamentably has this been the case of late years that it is with the utmost difficulty that the annual parade in New York has been held at all, while that at Newport has virtually been abandoned.

That this should be the case has been a great handicap to the public interest in coaching, and all those who wish for the constant fostering of the sport deplore the lack of energy manifested by the gentlemen who might, if they would, do so much to keep the game alive. True, the "Pioneer" runs under the auspices of The Coaching Club, but it is no secret that it is thus fostered in name principally. Praiseworthy as this is, and sporting as is the whole affair, it does not make up for the absence in the park and on the roads of those capitally turned-out coaches which used to be in daily evidence. The witchery inseparable from handling four good horses is but little appreciated by the youth of the day, who seem to prefer the "honk" of the hooting automobile to the ringing music of a "yard of tin."

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The Coaching Club is unlikely to find imitators from the fact that its very appellation precludes the likelihood of such rivalry. "The" Club is overpowering in this respect, and seizes thereby upon a situation as unique as it is isolated. Any other must be distinguished by some adjective, and suffer therefrom a serious loss of *cachet* and of reputation, while, of course, it could in no way savour of that exclusiveness which possesses an irresistible charm for most Americans. Everything else it could do most acceptably, and could furnish a far more noticeable and persistent object-lesson than the senior body, which is really preempting in a way a field it will not work—starring upon a stage from which other performers are in a way debarred.

A truly democratic coaching parade might well be a most interesting feature of each spring in New York and all the larger cities—a procession to which every description of coach and brake should be welcomed; nor is it likely that such reunions would fail of ample patronage, not only from owners, but from the public as well. Especially would this be a success if The Coaching Club itself would originate the idea and push matters along. We should see turnouts at Philadelphia, Boston, Newport, Chicago, and other large cities, such as would do credit to the sport and all honour to its promoters, while attracting public attention to it and encouraging the youth of the country financially able to actively enter into it.

To Colonel Delancey A. Kane belongs all the credit for establishing the sport of public coaching in America. After driving road-coaches for a few seasons in England, and acquiring a reputation there as one of the most ardent enthusiasts and best performers on the box, Colonel Kane, in 1875, put on the "Tally-ho" (a name which has conferred

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a similar appellation upon all sorts of vehicles propelled by four horses in all parts of this country), to run daily between the Brunswick Hotel, New York, and the Arcularius Hotel, Pelham. This coach loaded well, was thoroughly well done throughout, and ran about three months, or until the middle of June. The undertaking was again entered upon by Colonel Kane in 1876, and again was found most popular.

In 1877 Colonel Kane changed his route, running from the Brunswick, as usual, but the Castle Inn at New Rochelle formed the other terminus of the route. The time of year was the same, and, as before, the coach loaded well.

In 1878 Colonel Kane again changed his line and ran from the Brunswick, New York, to the Getty House, in Yonkers, the "Tally-ho" being throughout all these years the coach which worked the road.

Coaching suffered a temporary eclipse during the next two years, as Colonel Kane abandoned further active proceedings, but in 1881 Messrs. Frederick Bronson, William Jay, Isaac Bell and Hugo Fritsch put on the "Tantivy" to run between the Brunswick Hotel, New York, and the Vincent House, Tarrytown. This coach, horsed with State of Maine horses, was a model—fast, well done, smart, and well patronised.

Again the sport lapsed, until, in 1885, Messrs. C. Oliver Iselin and J. R. Roosevelt ran the "Greyhound" between the Brunswick Hotel and the Westchester Country Club.

In 1886 the "Tantivy" was again put on the road, but this time to the Westchester Country Club. Messrs. Frederick Bronson, Hugo Fritsch and J. R. Roosevelt being its sponsors, while in 1890 the same coach, Messrs. Frederick Bronson, J. R. Roosevelt and R. W. Rives at the helm, again covered daily the roads between the Brunswick and the Country Club.



PARK COACH AND FOUR
(Loin-straps, etc., worn)

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In 1892 a much more pretentious undertaking in the way of public coaching was inaugurated when the coach "Republic" was put on the road between the Plaza Hotel, New York, and The Club, Tuxedo, running up one day and down the next. This route was horsed and driven by Messrs. R. W. Rives, F. O. Beach and Pierre Lorillard, Jr., and was excellently supported and capitally managed in every way.

Continuing the series, the "Tempest" was put on in 1894 to run between the Brunswick Hotel and the Westchester Country Club, Messrs. J. Clinch Smith and F. T. Underhill being the leading spirits. A party of Philadelphians, Messrs. Nelson Brown, E. De V. Morrell, E. Browning and E. Miller, ran the coaches "Alert" and "Vivid" alternately between the Bellevue, Philadelphia, and the Waldorf, New York. This long trip, made upon alternate days, necessitated the use of upward of one hundred horses, and the coaches kept their time surprisingly well, considering the sandy nature of many of the roads and the heat of the weather.

The year 1895 saw the new coach "Pioneer" on the road from the Brunswick Hotel to the Westchester Country Club, Colonel Delancey Kane once more appearing on the box, associated with Messrs. Frederick Bronson and W. Seward Webb. A party of gentlemen, including Messrs. W. S. Catlin and G. R. Read, also put on the "Enterprise" to run from Rye to the Plaza Hotel, New York, and return daily; the same coach running in 1896 and 1897, under the proprietorship of G. R. Read, from Rye to Rye Lake, etc.

The "Pioneer" again took the road, in 1898, from the Holland House, New York, to the Ardsley Club, Frederick Bronson, R. W. Rives and G. R. Read alternating on the box; and the same coach, managed by the same gentlemen

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for The Coaching Club, covered the same route in the years 1899 and 1900.

A. G. Vandervilt and R. W. Rives drove the "Pioneer" in 1901 over its accustomed route between the Holland House and Ardsley, and in 1902 A. G. Vanderbilt had charge of the same vehicle over this road.

Boston and vicinity were not without their undertakings in the road-coach line, for in 1890 and 1891 E. D. Beylard and friends put on the "Constitution," to run between Boston and South Sudbury; while in 1892 T. Hitchcock, Jr., W. C. Eustis and E. D. Beylard ran the "Constitution" between Pride's Crossing, Massachusetts, and Pigeon Cove. Howard Brown put on the "Cricket" between Boston and South Sudbury in 1900, and again ran from the Hotel Touraine to the Wayside Inn in 1901.

The "Essex" was put in commission by H. P. McKean, Max Agassiz and H. K. Caner, in 1902, between Pride's Crossing and Pigeon Cove.

At Newport the "Aquidneck" was put on by H. A. Cary, W. R. Travers and F. M. Ware, in 1892, between the Casino and Tiverton, while in 1893 F. M. Ware and F. O. Beach ran the "Republic" between the Casino and the Golf Club.

At Stonington, Connecticut, C. P. Williams, in 1901, drove the old "Tantivy" between Watch Hill and Fort Griswold.

Clarence Moore and others were interested in a coach running out of Washington, District of Columbia, in the early nineties.

W. Vernon Booth, J. H. Moore, S. C. Love and other gentlemen financed, in 1902, a coach from the Auditorium Hotel, Chicago, to the Onwentsia Club during the summer season.

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In 1901 and 1902 R. F. Carman put on the coach "Reliance," between Sherry's, New York, and Morris Park, during the spring and fall race meetings, and in 1900 the same gentleman and others ran the "Monmouth" between Seabright and Deal Lake, New Jersey.

In 1898 and 1899 Seward Cary ran the "Red Jacket" coach from Buffalo to Niagara Falls.

During the years from 1898 to 1902 the "Good Times" coach ran from the Waldorf to various nearby points, and was backed by various gentleman, as G. B. Hulme, W. L. Beadleston, L. Kip, etc.

About 1899 H. K. Bloodgood and a friend ran a coach from Great Barrington to Pittsfield, Massachusetts.

In 1885 E. Fownes and Harry Evans put on the old "Vivid" between Newport and Tiverton.

Barclay Warburton drove a coach, in 1895 and 1896, from Philadelphia to Haverford, Pennsylvania.

Several other public coaches, of which particulars are not at hand, have been placed in commission for brief periods during the past fifteen years, and have almost invariably been accorded liberal patronage.

In 1903 the sport enjoyed an unprecedented boom, and at certain hours daily Fifth Avenue was vibrant with the merry music of the horn, while Seventh Avenue, with the various "change teams" waiting the arrival of their respective vehicle, presented a stirring spectacle of "down the road" life as exhilarating as it was novel. Various hostelries on Fifth Avenue were all agog twice daily to speed the departing and welcome the returning coaches. The "Pioneer" (A. G. Vanderbilt and R. W. Rives, coachmen), the "Reliance" (R. F. Carman, coachman), the "Liberty" (J. H. Hyde, coachman), the "Freelance" and "Good Times"

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(W. H. Beadleston, Kearney, and others, coachmen), the "Squadron A" coach (G. Fahys and others, coachmen), the Westchester coach, etc., were all actively at work, keeping their time well, booking heavily, and well done throughout, and the various other routes over which they travelled were, bar the all-enveloping dust of a most arid springtime, both picturesque and rural of environment.

The good this coaching activity of 1903 has done the sport will not so readily fade in memory or in effect. We have in abundance all the essentials of unsurpassed vehicles, inexpensive propelling power, good roads, attractive destinations, and an enthusiastic public, the only drawback being a lack of energy on the part of those who might and can afford to foster and promote such undertakings.

CHAPTER XXIV

THE HEAVY-HARNESS HORSE

It is fortunate for the purveyor, as for the consumer of horseflesh, that all tastes are not similar, and that ideas as to conformation, manners, deportment, pace and action vary widely. In no country is the public fancy so catholic as here, and nowhere are the animals used, for labour or for purposes of pleasure, in so many different methods and for such a wonderfully large variety of requirements. Even in relation to the heavy-harness horse, which only we will discuss here, his paths of usefulness range from the coach to the family carryall, from park to station work, from the elaborate brougham to the rough-and-ready doctor's buggy.

As a general rule, it may be safely argued that we, as buyers, shall prove ourselves farsighted if we school ourselves to be satisfied with the steed handicapped with as few undesirable qualities as possible, rather than to ardently pursue that chimera of perfection in contour and in character which is so rarely encountered—so enormously expensive when attained. Even approach to it in greater or less degree hugely enhances values and renders the matter of purchase an exceedingly formidable investment, especially when it is borne in mind that exceptional quality in one's horse is generally the motive for increased outlay for vehicles and equipments to set off and to harmonise with his beauty. Blessed is he, therefore, who is, in these days of scarcity, easily satisfied, for he shall, in the balancing of his accounts, meet his just reward.

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One essential, however, need never prove costly, be the subject's merit as high or as low as may be. The animal, whether for phaeton or plough, must be truly proportioned and harmoniously constructed. No fiddle-headed, gross-barrelled, slim-legged, cat-hammed, cow-hocked, splay-footed brutes should, or need, ever find sanctuary in the private stable, however unpretentious it and its owner may be. There is excellent reason for this—something beyond the mere “fitness of things”—for the well-proportioned horse is generally competent for his tasks; the harmony of his outline and the correctness of his structure insure that, and afford a genuine indication of personal merit. This quality impresses itself much more strongly upon the feminine than upon the masculine eye, and a woman will, even though she knows absolutely nothing of horses, prove astoundingly correct in her selections, and for no other reason than that the beast in question impresses her favourably, her educated eye accepting at once the true relative proportions which fail entirely to appeal to her worse half, whose fancies for this and that non-essential blind him to the vital importance of the *ensemble*. Thus, ever thus, with masterful man: matter must be reduced to the crudities of his individual conception before he will brand it as good and sufficient for his purposes.

In the native horse of America—the *trotting-bred horse*—*i. e.*, one in whose veins flows a preponderance or a moiety of the blood of the trotter—we possess an animal unique in his excellence at all purposes of work or pleasure: in field or on race-course, in peace or in war, in any climate and on any nourishment; imbued with good blood, high courage, and endurance from various sources and varieties, native and foreign; endorsed by the recognition, approval and eager

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acquisition of all other nations; a creature that is to-day, as he shall ever be in years to come, regarded as among the most wonderful and successful developments of this extraordinary New World of ours. While he has been, through the enterprise and liberality of various importers and breeders of alien varieties, generously crossed with the Arab, the French coach-horse and French trotter, the hackney, the Cleveland bay, the German coach-horse, the Russian trotter, etc., he has gained little from, but has contributed much to, the descendants of such blending of strains and blood lines. His beauty is his own; his conformation is, in the best specimens, perfect, and so recognised by judges in the show-rings of all countries; his temper is, in any sex, amiable; his individuality is marked; his pace is of the most marvellous, as is his courage and endurance; while so unique is his versatility that the high action, which in the case of all other varieties is the evolution of years and generations of patient and skilful development, is, in the case of the American trotting horse, an almost instinctive latent possession, *enduring in spite of all efforts to eradicate it*, the outcome of his natural true balance and harmony of proportion. When one realises that so extraordinarily is this true of him that it is but necessary to shoe heavily, to change the poise by biting, etc., for a few weeks (or even days), when hey, presto! your low-going, daisy-cutting, 2:20 trotter becomes as by a miracle the airy, high-stepping park and show horse, and that, by a reversal of the processes, he resumes his former carriage and pace—what more can one, or need one, write in laudation of his marvellous versatility? What horse of what country can approach him? What need has he of infusion of any foreign blood, be it as meritorious as it may?

Much as we owe to the horse-shows which are now so

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universal throughout the country, we for a time suffered hysteria to overcome us in the fancy for extravagant and useless action and pace in our selection of typical heavy-harness horses. Judges were carried away by the rapid and superlative development our home-bred horses evidenced. "Contortionists" and "acrobats" of all sizes (and shapes) were upheld as marvels, provided they could hurl their knees and forefeet to extraordinary altitudes; could "snatch" their hocks with the abruptness and awkwardness of the victim to string-halt (from which more than one of the elect suffers); and could tear about a ring at a pace impossible and unlawful to pursue in park or on road. Like a fancy for caviar and decayed woodcock, this diseased and artificially acquired taste was, while the novelty lasted, insatiable, but the cloyed palate has finally rejected the unwholesome diet as unsatisfactory, and the level-going, nimble, true-actioned animal is again meeting the reward which is his due, alike from judges and from purchasers.

The structure of our harness horse need not be as robust nor as heavily boned in proportion to his size and weight as we are accustomed to require in him and to insist upon in the hack and hunter. It must always be borne in mind that his bone is a good, dense, solid, well-bred, ivory-like substance, more enduring than that of greater amplitude characteristic of the coarse-bred varieties. The coarse-jointed beast, however, is not infrequently more strongly articulated than the delicate and smoothly made one, and we may here note that the genuine "coarse-hock," which is a harmonious peculiarity very often of such a one, is ruggedly strong, and not to be regarded with the suspicion attaching to the "coarse" hock of the otherwise smooth-jointed animal, which is generally, in such connection, true spavin.

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These attributes should be small (in proportion) in a horse—his head, his ears; these should be large—his girth, his forearm, his width round the stifles and across the breeching, his knees and hocks, his eyes; these should be short—his cannon bones, his ears, his back; these should be long—his neck, his forearms and thighs, his ribs, his distance from elbow to stifle; these should be broad—his brow, his loins, his feet, his hocks, his (upper) chest, his jaws, his nostrils; these should be narrow—his (lower) chest, his withers.

The head should be well cut and finely placed upon a long, thin, arched, fine-throttled neck; wide at the jaws; fine and erect of ear; prominent and bold of eye; the arching neck running into a good and fairly sloping, broad shoulder; the withers high and narrow; the chest deep, and not so wide as to awkwardly affect the setting on of the legs at the elbows; these straight and clear of the body, neither turned in (insuring turning out of the toes, and consequently defective action) or turned out (causing the pigeon-toed formation which is always equally objectionable); the forearm broad, thick, well-muscled, and long in proportion to the cannon bone (although many extravagant goers are very short here); and the cannon bone straight between the broad, flat knee and the well-placed fetlock; the pastern neither too short nor too long, running into black, tough hoofs, proportionately broad, open and sound. The short, gracefully curved back (although a pronounced dip is neither noticeable nor objectionable in heavy harness); the broad loins, well-muscled; the long, symmetrical quarters and second thighs; the hock broad, clean, well-articulated, straight, resting evenly upon a broad, strong shank, running to pasterns set true and slightly more upright than those in front. A silky coat, and tail and mane of fine straight hair, indicate good birth.

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In height the heavy-harness horse runs from 14.3 to 17 hands, the generally acceptable sizes being from 14.3 to 16—or rather under the latter height. Native buyers are nowadays reluctant to purchase extremely large horses for the reason that American carriages do not harmonise with nor demand them; that it is very difficult to procure a mate for a big horse; and that the very size of these giants proclaims the fact that they descend from some alien strain which has bequeathed them, together with its bulk, its lethargy, lack of pace, of action and of endurance. The landau, now falling into fashionable disuse, the family 'bus and the coach afford the only avenues of usefulness for the "big 'uns," and for the last two purposes smaller horses are found more generally satisfactory. Horses are now regularly used on phaetons, victorias, broughams, etc., not more than from 14.3 to 15.1 hands, and even the gig-horse has been accepted as typical when but 14.35 high, while that is also the ideal size for runabout or other "light-heavy" harness work. These results are more rational than at first might be supposed, since a corresponding "miniaturing" of all sorts of American carriages and harnesses has accompanied, or resulted from, the general abandonment of the large and heavy old style of carriage horse.

If there is such a thing as a "general purpose" horse, our native product nearly fills the bill. You can parade him through the park with the high-steppers and he is "all there"; you may drive on up to the Speedway and brush with the flyers with fair success; you and the family can always "catch a train" with him in the country; he gives you a fair ride under the saddle; while at a pinch he hauls the cultivator in the garden or the mowing machine on the lawn.

"Absolute soundness" is a bugaboo to the average

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would-be buyer, a phrase which, parrot-like, he repeats, knowing no good reasons for his insistence, but fearing to accept an animal which the verdict of the veterinary surgeon fails to absolutely approve as sound in every way—careless or ignorant of the fact that no such animal really exists, and that if he did a very few weeks' or months' usage would relegate him to the "practically sound" division, as even such immaterial blemishes as wire-marks and wind-galls will serve to do. As a matter of fact, decided departures from this condition often in no possible manner affect a horse's usefulness. Of course, his wind should be sound, although even here the "whistler" and the "grunter" are, for certain kinds of carriage work, perfectly appropriate, and he is not incapacitated by such almost unnoticeable infirmities. Heaves, which is a disease of the lungs requiring a violent muscular action of the diaphragm to expel the air which the destroyed or enfeebled air-cells fail to do, of course directly interferes with usefulness. Eyes should be good, although the loss of one by an accident is no detriment to service. Ophthalmia and other progressive diseases of the organ are of course to be rejected. Wind-galls or enlarged bursae rarely cause trouble, and thorough-pin belongs in the same category.

Splints are, while in process of growth (or when grown) between the larger bones of the leg, or under or near a tendon, a prolific cause of unsoundness. Once growth stops, however, Nature adapts herself to changed conditions, and little harm results. Always to be regarded with suspicion on young and immature horses, they cause little or no trouble to the mature animal, providing growth has ceased, and partake merely of the character of a blemish.

Bone spavin is serious when the mechanical action of the

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joint is impeded by the growth, when the process of maturing causes acute inflammation, and when the joint itself becomes ankylosed. Many horses may be found working on in perfect comfort after the growth has been "killed" by firing, etc., and practically sound. Bog or blood spavin is merely a varicose condition of the large vein running over in front of the hock.

Curbs constitute blemishes only after the lameness accompanying the intense inflammation of the rupture or sprain has passed. Any horse may "spring" one, but, of course, the weak, crooked hindleg is more susceptible to this injury than that of normal shape. Curbs and splints almost invariably diminish or disappear entirely with age, and the fact that another cannot appear at the place where one already exists is a consolation to the captious. A high-heeled shoe will, except in the most acute cases, enable the victim to curb to keep on in work.

String-halt is, by a modern operation of dividing a nerve, generally curable, and the operation will only lay a horse up for two weeks or thereabouts.

Interfering, speedy-cutting, knee-hitting, etc., are all consequences of malformation, and preventable by proper shoeing and by suitable boots.

Corns, quarter-cracks, quitters, etc. (now very rare), are mostly to be alleviated by intelligent care of the feet and suitable shoeing, and horses thus afflicted may work on at the hardest labour for years. Ring-bones, as augmented by concussion and as affecting the action of the joint, are very often serious impediments to usefulness, at least at fast work, and while firing may help them, one can never be sure that the growth is definitely checked. Side-bone produces acute lameness, and, through the change it causes in

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the cartilaginous structure of the coronet, is never curable, nerving being the only palliative. Navicular disease is very common and is a destructive form of unsoundness, although even with this trouble horses work on indefinitely. For the two latter troubles, as for several others, the operation of neurotomy is thoroughly practical and a great boon to the suffering equine. Horses nowadays are nerved for all sorts of unsoundness, and the operation, with the assistance of cocaine, is both brief and painless. Frequently the division is made even as high as the chest, between the forelegs, and many animals are working to-day in perfect freedom from pain, and enjoying to the full that life which is presumably as sweet to them as ours is to us. Contrary to general prejudice, it is a necessary and merciful operation.

Firing is another much-misunderstood proceeding, which by its action and effect provides not only a powerful temporary counterirritant, but a perpetual and inelastic bandage and support to the parts. Under modern processes its blemishes are slight, and there is no reason for the prejudice which exists against the operation and the indelible marks it leaves. Thousands of animals are limping about their daily tasks which the application of the merciful iron would render practically sound.

Enlarged legs, if resulting from injury to the sheath of the tendon, etc., will probably demand firing to be surely trustworthy. Enlarged joints, unless caused by osselets, are, like wind-galls, merely honourable marks of hard work done, and, if one does not mind the appearance, generally of little detriment to harness work; and the same may be said of sprung knees, cockled ankles, etc. None of these departures from soundness will especially concern the fortunate individual whose purse enables him always to secure

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the best regardless of cost, but there is a huge majority of other horse-consumers who fear to invest in anything to which the appellation "sound" may not properly apply, and who overlook thereby many excellent, serviceable and inexpensive bargains.

Of the vices which the charioteer will generally meet, the most common are running away, shying, balking and kicking. Of the first infirmity one can only advise that the perpetrator be immediately destroyed as the only safeguard against a repetition of the act because of the panic which may, at any moment, again overcome the foolish and timid creature. Of shying one can only say that, as "familiarity breeds contempt," the subject is to be thoroughly familiarised with any objects he fears; and that if he fears everything, or most things, his eyes are at fault, and he is either to be disposed of or driven with a blind across or inside the blinkers, which prevents him from seeing anything but the ground in front of his feet, the same arrangement being serviceable with a runaway if he *must* be used. The balker is always curable, given patience and a determination to outlast him at his game; and such a horse, once conquered, is generally an excellent, resolute and high-couraged creature. To start him, do anything to divert his attention—for the horse is an animal of one idea—and whatever you do, never whip him. He will rarely persevere in double harness, whatever he does in single. The kicker must be kept at hard work and always checked high, and thoroughly kicking-strapped if he is to be safely used, but he had far better be passed along to the cab or grocer's wagon which awaits him, as he is never to be trusted.

The young horse is never to be desired for family carriage purposes. His years preclude the possession of that experi-

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ence and steadiness under all circumstances which we should insist upon in such as are to be used by our loved ones. He also has all his physical trials and ills before him, and it is foolish to risk his passing through these hazards at your expense. Far better for every reason the sedate and worldly-wise beast of from eight to ten or even twelve years, and he will under ordinary conditions render good service for eight or ten years longer—then deserving at your hand a merciful and painless end and a decent and respectful burial.

The age of the horse is plainly indicated, up to the age of six years, by the development of the teeth, and the same is generally though not always true of the mouth at seven and eight years. Crib-biting and other attrition will greatly change appearance and destroy the marks. Other indications, as the hollowness above the eyes, the length, angle and colour of the teeth, etc., afford to the expert fairly reliable clues on which to hazard a good guess after this age, but it can only be surmised. The "gyp" dealers employ various artifices to simulate youth, but these tricks are unworthy consideration here, nor are any of our readers likely to come in contact with these gentry.

From ten to fifteen miles a day is none too much for the healthy horse, provided the pace be moderate; and, once a horse is in condition, he will do better and last longer if he is maintained always in such order than if annually turned out for the summer or winter months, with the haphazard care he usually receives. His muscles grow flabby at such times, and it takes months to get him again into the condition of exuberant health which regular grooming and proper feed insure. We have made him to a great extent an artificial animal, and he does not need nor relish the relapse into primitive conditions which, with mistaken kindness, we force

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upon him. Two hours a day, six days a week, are none too much for him, year in and year out, and at times, with advantage to himself, much more severe labour may be exacted of him. We keep horses to use, and the odd part of it is that we do not half use them, but kill more with pampering than we ever do with work.

The horse's stomach is small, and frequent moderate feeds are thereby indicated. They do well on three meals a day, but there is no doubt that four would be to their digestion's advantage. The best of food materials are now obtainable everywhere and at most reasonable figures. Deep straw beds should always be provided, clean, dry and sweet, and the unwholesome peat moss shunned with the greatest care. A few roots or apples, a little grass, a sod to gnaw at (which will be greatly relished and will sweeten the stomach), an ample supply of salt, with sugar and cheap molasses for change flavourings, will keep your humble servants contented and healthy. Water should be always within their reach day and night, especially at night after and during a hearty meal of dry hay. These matters, and those relating to stalls, ventilation, etc., occupy another chapter in this book.

Everybody, man, woman or child, should understand the salient points of a horse's character and be able to form an approximate estimate of an animal's disposition after some study of its habits and general features. In fact, no one can become a good driver until he knows how to judge the animal he is to guide. To be able to distinguish a horse of a gentle disposition from one inclined to be tricky or vicious is indispensable.

The eye and the ear are the two principal features to be closely regarded as the indices to the tractability and gentleness of the animal.

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A clear eye of moderate size should be sought after as indicating obedience and intelligence. A horse having a set, staring eye is almost sure to shy as being near-sighted, and to be foolishly frightened without cause. As in man, breadth between the eyes indicates good judgment. Large full eyes always belong to a kindly natured animal, just as small eyes drawn up at the corners indicate a cunning horse, never to be depended upon under the most favourable circumstances.

The ear should be regarded with care, as its attitude and movements telegraph the workings of the animal's brain.

Horses which habitually hold their ears in one position are usually dull, stupid creatures, slow of gait, and not to be hurried by any amount of coaxing or urging. Ofttimes deafness or difficulty in hearing can be determined by watching a horse's ears, which will remain immovable and undisturbed when any sudden noise occurs, plainly indicating that the animal is unaware of any unusual sound.

Some trainers of horses have pet theories that the colour of a horse has something to do with his disposition, claiming that chestnuts and sorrels are likely to be high-strung creatures, and giving grey horses credit for docility. It is also contended that colour has much to do with the comfort of the animal when exposed to the sun's rays, especially in the summer season, but observations have not demonstrated the truth of this supposition, as it has been clearly shown that dark horses are able to do just as much work without showing fatigue as those of a lighter colour. This may be accounted for by the fact that the coat is a non-conductor within certain limits, so that it probably makes little difference what colour it is so far as the temperature of the parts beneath is concerned.

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In the education, mouthing and manning of our heavy-harness horses the characteristic American impetuosity is abundantly in evidence. Haste and haphazard signalise all such proceedings, and for every pupil "made" there are several marred beyond redemption. Unlike other countries, most of our raw material has been trained in quite a different school and under essentially varying methods from the curriculum appropriate to work in heavy leather, and, as a consequence, we are called upon not only to correct and obliterate such instruction, but to accomplish this with an animal mature in years, set and developed in a certain carriage and action; and to attempt to work, in a few days or hours, the reform which might well occupy months of patience and skill. What wonder, then, that pullers, one-rein drivers, sidelong-goers, over-reachers and interferers are as common as they are. The young horse, fresh from the farm or the trotting-track and the open bridle, easy and intelligible snaffle-bit, overdraw check and comfortable breeching, which have been his accouterments thereon, finds himself suddenly caparisoned in an enormous-blinkered heavy bridle, a most confusing combination of straight bit, curb-chain and gag-check, and discovers that no longer must he hold back his vehicle by his quarters, but most uncomfortably by a sometimes sharp crupper under his tail and a frequently narrow girth tightly drawn about his body, the pressure causing the saddle sometimes to painfully pinch and bruise his withers. The signal to advance has hitherto been a gentle "c'lk," or a movement of the bit in his mouth; now he receives a more or less sharp cut from a whip he cannot see; and some idiotic command like "Pull up!" (which may be early English, but is utterly unintelligible to him). Bounding forward at this unexpected treatment, he is met by a jab in

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the mouth and a sharp pinch under the chin from the heavy bit and curb-chain. Flying back to escape the pain, he receives another blow, and, as he finally starts off, is amazed to feel a pull upon one *lower* side of his mouth which is also felt upon the other *upper* side, and in equal degree! What this portends he has no idea, and while he hesitates in bewilderment, various cuts from the whip compel him to turn first one way and then the other, until he chances to hit it off correctly, and is enabled to figure out that, of the two pressures, he must disregard one, and that he can easiest do so by opening his mouth and allowing the bit to slide about. He also finds that pressure under the chin, which in the days of overhead-check and jaw-strap meant "Hold up your head and straighten your neck," now means, as interpreted by the curb-chain, "Hold in your nose and arch your crest," or worse will follow—and it is a grand tribute to his intelligence that he so successfully solves the riddle in as many cases as results prove that he does. What wonder that occasionally in desperation he balks, kicks, throws himself, and otherwise testifies his distress and bewilderment? Especially when his freshly docked tail is aching, his sensitive mouth and its bars are horribly bruised, and his harness is so novel and so uncomfortable. Should his mouth be deeply bruised in these first lessons (?), and should his owner continue to drive him, he quickly discovers that his surest road to relief from acute agony is to pull hard until the combination of bit and tight curb-chain have destroyed all sensation in mouth and jaw.

The heavy-harness horse should, to be really first-class in his business, gradually be initiated in the intricacies of his new surroundings, and time given him not only to make a satisfactory mouth, but to acquire that change of poise,

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balance and carriage which his environments demand and his heavy shoes, etc., compel. The "dumb-jockey" must be regularly and for brief intervals applied, and he must be allowed to develop the new neck muscles which his new posture will heavily draw upon. He should never be tightly "borne up" by the check at first, but should be allowed first to thoroughly warm and supple his muscles by exercise; or better still, be driven in a moderate check, if one is used, and, when returned from exercise and taken from the carriage, be checked up high and left for fifteen minutes or so to bend and "make" himself by yielding to its pressure—which he will readily do, as, in his condition, it causes him no pain to yield.

CHAPTER XXV

TYPE FOR PURPOSE

THE horse of the period is always such as the period requires and as the utilitarian and fashionable public of that epoch endorses for certain given purposes. Horse shows have up to date (1903) been popular in America for nineteen years, but complaint is constantly made that no standard types have as yet been arrived at by show judges and accepted as correct by the buying public. That this is true is indisputable, but that it is the natural outcome of constantly changing conditions and requirements is not generally recognised. Severe critics have blamed officials, and these latter have been subject to constant shifts through dissatisfaction of executives and their more or less exhaustive efforts to reach some satisfactory conclusion. The judges themselves, in their efforts to forestall criticism and to anticipate the vagaries of taste and the rapidity of change, have proved as frequently too progressive as too conservative, and confusion of type, not only in general results but among the ribbon-bearers, has resulted. This tendency on the part of the officials has created uncertainty not only among those who buy for the market, but among the purchasers themselves, who, considering the show-ring as affixing the standard, search vainly for the qualifications therein endorsed. It has often been said that if the same man or men were to judge year after year a definite standard would be reached, but this has not eventuated, although occasionally the desired conditions have obtained, because the material on view varies

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so greatly, and judges usually have great difficulty in following a type through the four ribbons if a high order of merit in other respects is to obtain.

Had show classifications been originally founded on type, not upon height distinction, it is probable that intelligent advance would have been more general, and that we should by this time have found the judicial efforts bearing fruit, not only in stable, park and road, but in pasture and stud. Certain shapes of mares would, on retirement from active service, have been valuable for breeding purposes; certain stallions would have proved so generally recognised as typical for special purposes that their progeny would have brought handsome returns; certain breeds and strains of blood would have been endorsed for the same reasons—whereas, to-day everything is haphazard; like does not produce like, nor even necessarily the likeness of some immediate ancestor, and type fluctuates like the tides of the sea.

When type first began to receive recognition the public eye was led astray by false proportion, and by a craze for extravagant action through studying, as no other models were at hand, the more or less illy-drawn old prints which were on sale. Horses were so plentiful and so cheap in America at the time, and the trotting-bred horse proved so adaptable to new surroundings and requirements, that it was possible to find in quantity animals which very closely resembled these creatures of the imagination. Forthwith the American type, long of leg, body and neck, flowing of mane and tail—narrow everywhere—and generally undesirable, was cast aside, and the sturdy, short-legged, round-quartered, blocky shape became the rage, even as the athletic girl ousted from her position in masculine admiration the clinging, shrinking, retiring damsel of an earlier period; in both

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cases the types being totally opposite, and due to changed conditions and tastes.

With the change of fashion in the form required in horses came a variation in that of vehicles. The long tails which are so appropriate—so absolutely necessary, in fact, for screens against dust and stones and filth—as appendages to animals attached to any of our American four-wheeled vehicles, and which so harmonised with the general effect of the flowing lines of these carriages and the slight harness used, gave place to the docked tail; the English and French carriages or their American-built imitations replaced the light and serviceable equipages as the foreign makes of harness replaced the native. Dissatisfied with home fashions, products and requirements, and overlooking the advances of native civilisation, we adopted wholesale the vehicles, etc., approved by the most conservative nations on earth, and retired to fashions at least fifty years behind the times. These, however, we are now slowly modifying to the totally different requirements of our native environment.

“Type-for-purpose” has, despite all difficulties, now, however, become a recognised grade in all the wholesale and retail marts of the country. If one enters a sale stable he asks for a “runabout” horse, a “brougham” horse, a “phaeton” pair, and qualifies his requirements of height and shape in no way. The dealer knows just what he means and produces the article if he has it, and these demarkations are very distinct—as for instance one of an excellent phaeton pair may be by no means a runabout horse, and vice versa; and a brougham horse is not essentially a crack park coach wheeler. This tacit understanding, however, it must be confessed, arises not so much through the mutual acceptance of a certain type by buyer and seller, as because the buyer

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demands a horse for a certain purpose, and when the dealer leads out his offering the former accepts the latter's endorsement as correct, so that the dealer really fixes the type.

It is gratifying to find that in one most noticeable point not only are buyers insistent, but dealers are able to satisfy the demand. This is in the matter of "quality," and it may be safely said that in this possession the American horse of to-day, of all breeds and for all purposes, stands far in advance of his *confreres*.

"Quality," roughly speaking, is individuality: a high order of physical and mental development; an external harmony and delicacy of outline corresponding to the nervous personality, accompanied always by good breeding (of its kind, whether thoroughbred or cart horse), and signalled by a mysterious something which no one yet has ever been able to define—an essence as impressive as it is impalpable. "Quality" is always the principal ingredient of distinctive type, thus of two horses exactly alike to outward seeming, one proves a typical gig horse, the other is never so acknowledged. Quality it is which brings the dollars, and it is unquestionably the most valuable possession of the animal; without it all other excellences fail of highest appreciation.

Given this essential (quality, individuality, nervous energy, personal magnetism, fine finish, etc.), the next typical requisite is action, and here we have forsaken the level plain of common sense and adaptability for the realms of hysteria and the vagaries of the hasheesh victim. Up and ever up has been the trend of required action, until equine contortionists lacking every quality but that of frantically and foolishly pawing the air have been hailed as marvels; misshapen, awkward, unmanageable beasts that, bar this ability, would never for one moment have received encour-

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agement. The true, all-round, level goer has been set aside for years, but recent developments would seem to show that he is likely to come into his own at last.

Ridiculous as have been our demands in action, we have proceeded to even more extraordinary lengths in pace, until nowadays a heavy brougham horse, which the law forbids to progress at more than seven miles an hour in city or park, must "step away" and show an ability to beat a three-minute gait, and to pull his load at that pace. Any one who buys something he does not need and cannot use is generally a laughing-stock, but the fashionable buyer insists upon this ability in his horse as though he were some light and nimble "train-catcher" calculated for country depot work.

Conformation has reached a point where it is allowed that every horse must carry a finely cut and well-eared head and boldly borne neck; that his "top-line" must be good; his ribs well sprung; his tail set in high, and well carried; his quarters deep and filling his breeching well; his hips generally round (but frequently very ragged, and his loin slack as an accompaniment); and one often finds that this satisfies the eye, and that long spindle, crooked legs, splay or contracted or "meaty heeled" feet, and action villainously winding and untrue, are passed over and eagerly accepted, provided those members are hurled about at random altitudes, even hurtling through the air in a manner which leads the observer to expect dissolution of the equine framework. Thick or thin, leggy or not, grotesque or graceful, if they can "step and go" eager competitors are found for their possession, and cheques are gladly signed in exchange for nearly as many dollars as the purchases actually possess faults and shortcomings.

Type should be appropriate, not only to the size

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but to the lines of the vehicle for which the animal is intended. The landau pair should be not only tall, but long in proportion; rather dipped in the back; long-tailed, or docked and wearing a long switch *a la francaise*; graceful, especially when standing; deliberate of movement; and these characteristics must attend all strictly high-class heavy-carriage horses, as those for broughams, etc. Victoria horses may be smaller in every way and more active. Phaeton horses are very similar to those for victoria use, but faster, smarter, and quicker-actioned. The hansom and the runabout horse must have speed in plenty, and as much all-round action as may be; the hansom horse, of course, being larger (up to 15.3 or so), as being in better proportion, although many people prefer much smaller horses for this vehicle. The park coach horse is, for a wheeler, a carriage horse of landau type; for leader, a phaeton sort. The road-coacher should be sturdy, thick, well-moving and able to go along, and the team about of equal size.

In a general way the outlines are the same for all heavy-harness horses, but as a stately poise and rather leisurely movement must characterise the large horse, so, as the scale descends in size and the labour lightens, should activity increase, pace accelerate, and snappy, nervous alertness displace the rather phlegmatic movement. We have not as yet learned to appreciate at its full value the necessity of a dignified character in our larger heavy-harness horses, and our demands upon such animals for speed and activity are singularly ill-judged.

Naturally, bodily condition has much to do with presenting that roundness of contour which is so pleasing to the eye, and flesh, like charity, covers a multitude of sins. Carriage horses should always be in the height of physical con-

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dition, that not only may the bulk, which the native horse lacks, be exaggerated, but the crests kept up and the forehands and quarters made to appear as bold in the one case and as solid in the other as possible. That we have been educated by the horse shows to accepting an over-fattened beast as "conditioned" is true, but the practice has merits in that Nature arranges a better contour in the fat than in the thin horse.

The question of "height for purpose" is ever a burning one, and divers indeed are the opinions. It certainly seems logical that the animal should appear and should be able to handle his load easily—not only to "look the part," but to do the work. Still there is a further step into the eternal fitness of things which we might all take, and which should impel us to see that the horse not only harmonises with his tasks and equipment, but with the people he is expected to draw. It is horribly ill-done to turn out a lady's phaeton with a tall horse or pair at which she must peer up, and which must drive clumsily from the fact that the reins have no direct tension. It certainly looks odd to behold a six-foot man driving in a runabout a 14.2 horse. It is hardly in line to meet two large men in a full-sized gig holding the reins over a 14.3 horse—although equines of that size have been hailed as champion gig horses. Surely one little horse is not likely to pull two big men far and fast and up and down hill in either runabout or gig—both strictly utility vehicles for long journeys; and while he *may* as an *individual* perform the feat, that does not affect the question in the *abstract* as to whether 14.3 or so is the "height for type" for such work, any more than that the docility of a big phlegmatic pair before the lady's phaeton makes them desirable as typical phaeton horses.

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Our native mechanics have nowadays attained such marvellous proficiency in lightening the weights of all carriages while maintaining their lines and general effect that there exists no longer any need for the bulk before the vehicle which of yore was demanded. Good and improving roads everywhere also lend their aid to this result; still these facts hardly allow us in proportion to claim that lighter animals are in good form, since that is hardly the case; the truth being that, once overbalanced and overweighted, our horses are now assuming due proportion to their vehicles and trappings.

CHAPTER XXVI

BREEDING THE CARRIAGE HORSE

A YOUNG farmer who was about to embark in the breeding of trotters wrote to an old and experienced friend asking him what was the best way to go about it, and the answer is worth quoting. "Dear Sir," it ran. "The best way to breed trotters is to let somebody else breed them." The same advice would apply with equal strength to the undertaking of a similar task in connection with any other horse, and it is emphatically a matter only for the young, enthusiastic and persevering to enter upon. We are not all so sanguine as the ancient Yorkshireman (of eighty-five years) who growled to a friend: "Ay, mon, theer's nobbut a odd 'unter or two to find these days. Ah'll away an' breed a few"; and so many disappointments beset the novice that, as a usual thing, his patience is not long-lived enough to outlast the chagrin which the disappointing results of his first crop or two entail. Again, we all are prone to be saddled with a fad for some special bloodlines and some pet combinations of pedigree which have, in carriage-horse breeding at least, little or nothing to do with the case at issue; or we engage some professional, or listen to some amateur adviser similarly handicapped, governed in the one case possibly by the hope of pecuniary profit and in the other by the same false gods which the tyro himself worships.

If we will take the advice given at the head of this chapter and "let somebody else breed them," picking up at various ages from yearlings up to four-year-olds what of

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their products are suitable for our purposes, we shall certainly attain our ends more quickly, more sensibly, and probably much more cheaply; more quickly, because we are saved the delay of waiting to collect a stud, breed them, and raise the produce; more sensibly, because we shall attain the maximum of result with the minimum of outlay; more cheaply, because we thus save from two to five years, and because we have no barren mares to keep, few accidents to face, and no failures to record of young things growing every way but the right one, and developing all the faults and none of the merits possible to their kind. Thus one quickly enters upon the realisation of mishaps, and can proceed with the handling of his youngsters forthwith, being able to market them and to find out how his balance stands much more speedily than in any other way. Nothing is more certain than the fact that, whatever you thus pay for your colts, you do not return to their breeder the actual expenses of raising them to the age they have attained, and, like most other animals that are bred, the breeder gets all the worst of it, save in those exceptional cases where the odd youngster or two which turns out really first class brings enough money to pay for various failures recorded against his fellow infants. Nothing has made more havoc among the farmers of the country than the fact that occasionally one of them would breed a fast horse which sold for a big price. Forthwith everything in that neighbourhood, or on that farm anyway, was subordinated to the raising of whatever kind of colt had thus made a hit, and not only were the aged and the cautious overcome by this "get-rich-quick-and-easy" demonstration, but the youth of the vicinity were inoculated with a love for fast horses, etc., which kept many a hand out of the cornfields and brought many an extra lounge to adorn the cracker barrels in the

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store at the "Four Corners." Of course, this has not been the way with the carriage-horse breeder, because no one but a wealthy man with a fad to gratify has as yet essayed the task of breeding such animals.

The invasion of the wealthy at any legitimately agricultural pursuit has always proved a serious handicap locally for that special industry; and while his entry into it has invariably awakened an era of false values and an enormous boom in prices, his defection, once the fad had burnt itself out, was as surely the signal for as unreasonable a depreciation, as he and his ilk unloaded their failures upon a market which was itself feeble and in embryo; while the usual appearance and condition of the animals then disposed of was quite sufficient in itself to give the business a black eye and to bring it into general contempt. The huge prices such a fancier always paid for his nucleus of breeding animals were also never of any special value to the breeders and farmers of the country, for the reason that he bought through middlemen, who made all the profit, and that he generally dabbled partly or entirely with horses from foreign countries, so that his outlay represented just so much money withdrawn from general circulation here. Again, his advent in a neighbourhood created false values upon real estate and raised havoc in the local labour market, as none of the resident farmers could afford to compete with him in wages paid; while the "object-lessons" which he tried to afford them as to "how to do things" awakened, not their admiration and emulation, but their discontent and jealousy. These have been the almost invariable concomitants of the rich man's venture into breeding and farming, and his departure in disgust from the field had another harmful element in it, in that he loudly bewailed his misfortunes and failures and thus kept others

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from venturing upon an undertaking which had for him, **after** vast outlay of money, time, and intelligence, proven so dishearteningly disappointing. No such man ever blamed himself and his methods, but always other elements over which he had no control. Shorthorn cattle, Jerseys, trotters, race-horses, hackneys, sheep, dogs, etc., all passed through these periods of inflation and explosion, and each and every one of these species may well exclaim, "If such be kindly, deliver us from our friends."

Naturally enough, the stallion is the initial factor in any such enterprise—and curiously (yet logically) it is he which almost invariably is the actual cause of bringing about the dismal failures and the boundless disgust with which the records of breeding are crowded. Just what kink it is which induces a man to stick to some special stallion through thick and thin would be curious to find out, and upon no point is the breeder more touchy. You may insinuate that his mares are not this and that and he will not violently object; you may find fault with buildings, fields, feed, handling—what you will—but beware how you for a moment breathe a syllable derogatory to the transcendant merits of the sire or sires he has selected to head his stud. Possibly he will agree that his mares do not suit or "nick" with the horse, but never dare murmur that that paragon does not suit the mares (nor anything else outside of a shorthorn herd or a lobster cannery!), or it will be "you and me to the mat" at once. This notion is the more odd inasmuch as the stallion often costs no more than some of the mares, if as much, and frequently has nothing on earth to recommend him to his owner but the fact that he is his personal property and individual selection.

Rationally, the stallion should be the very last animal

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that the breeder should acquire; and in nine cases out of ten he is better off with no sire at all, sending his mares to various horses and mating individuals according to their respective merits and deficiencies. Such a breeder has no fad to gratify, and can look at a stallion with the cold eye and hesitating admiration of the man who does *not* own him—and no better way can be found to appraise any horse. His mares are distributed hither and yonder if suitable stallions are not at hand, and they can be kept as cheaply by other breeders as the breeder can do it himself, while he is saved all the bother and cost of maintaining his sire or sires, besides running no risk with him; and tying up no money in him, finds the payment of outside service fees not as expensive as keeping his own horse at home.

Figure this out and prove it. Suppose you credit your horse with \$25 for each mare—which is as much as the sort of horse you would breed to would command anywhere. If you have from ten to twenty mares there is no argument possible, for you have the interest on cost, insurance, the horses' keep, shoeing, etc., and probably a special man to charge against the \$250—\$500 you would credit him with. Keep him as cheaply as may be, it can't be done under \$800—\$1,000 per annum; and at that, age causes depreciation, while his risk as a perishable commodity is great. If you have from thirty to fifty mares or more the ratio of chance is all against his mating well with at best more than fifty per cent. of them; and against him must reasonably be charged the failures for which he is sponsor.

For mares nothing better can be found than the trotting or trotting-bred (possessing more or less trotting blood) mares found in this country. These should all be of a size, shape, and colour (unless some small mare is *known* to "breed

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big”), and enough alike for any two to make a presentable pair. This does not, of course, insure similar result in their offspring, but like mint in a julep it “does no harm,” and tends to uniformity of type in the produce. The average stud contains no two mares the least alike in any respect—and as results in products are similar, why may not the reverse also prove true? Mares not under 15.2, with good heads and necks, even if shy in finish elsewhere, good bone, big frames, well ribbed and coupled, hocks under them and sound, good feet, prompt, active, lively, and ambitious, fair to good all-round action, but at all events betraying a decided tendency to flex the hocks well, up-headed and bold-fronted, carrying no (or very little) white, and from families that run good-sized for a few generations back, are the kind to stock up with. The horse, if one is kept, must be similar to them in type and finish, with some speed, and *ambition to make more*; action at both ends, sound, and of *good pose, standing or moving*, active, true in motion, prompt and quick—a *masculine-looking* horse (beware the feminine horse and the masculine mare). The more speed he has the better, but he must have *ambition* to go faster, whatever his pace, and be “all horse” in every feature—a “he horse” anyway you take him.

The animals named are, of course, either strictly trotting bred or full of trotting blood—two very different terms. It does not seem worth while to consider any other animals for the purpose. Imported horses have been failures if pure bred, and as crosses, far from advancing the transcendent merits of our native animal, have set back years those who have patronised them. The hackney is a failure so far as general results go. We have bred him here for twenty years or more—and where is he? Certainly not visible anywhere.

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The French coach horse has given us a few, a very few, desirable animals for heavy-carriage work, but he lacks in pace and tends in the half-bred to be coarse; nor has the French trotter done much better, as a recent disastrous experiment conducted in Kentucky by a wealthy horse-fancier has proved. The other coach breeds imported have been completely lost in the shuffle, outbred and outlived. Whether these specimens were all of the best sorts of their respective countries we do not surely know, but at all events they were so guaranteed and advertised. The Russians imported have proved dull, soft, leggy, flat-sided brutes.

After all, why should we seek extraneous aid? Or what have we to gain from it? Allowing that our native type of heavy-harness horse is not perfect, neither have we found any other so. Admitting that he is not the type foreigners fancy, what of it? The English, French, Russian and Belgian horses are different, and allowed to thus differentiate unchallenged. Why may not America have her own type, and why slavishly try to pattern ourselves upon others in any way? The American trotting-bred heavy-harness horse is recognised already throughout the world as the best, fastest, gamest, handsomest beast of his kind in existence. Let us restrict our efforts to further gilding the refined gold we already have.

CHAPTER XXVII

DRIVING-TOURS

WE KNOW our Fifth Avenue, our Piccadilly or Bois de Boulogne very well—if not personally, at least by reputation; California, Florida and Maine are visited as casually as one would pay a dinner call, but the intermediate points, known to us only from the fleeting glance obtained as our parlour car whirls along, are for the most part unexplored regions, and generally destined so to remain so far as we are concerned. Chance may occasionally point out to us some locality which we favour with our patronage, and to which we make infrequent pilgrimages, obtaining by degrees through casual meanderings a fairly close acquaintanceship with its environment; and to it we adhere like the limpet to its rock, at least for a time, and if we later find it indorsed by the world of fashion, our sentiment becomes for it even more intense, and one regards oneself as a modern Columbus who has discovered a strange land pronounced by others who test it to assay A1. Far too many of the country's shekels are diverted to foreign pockets by the craze for travel abroad, and one can put one's surplus American dollars to no better use, so far as wholesome pleasure goes, than in investigating at close range the multitudinous attractions of his native country, inland and outland. Thoroughly to delight in and enjoy such an outing, one must love company, and find the zest of his meanderings enhanced by the interest and enthusiasm of one or more friends or relatives who by their reflected pleasure so hugely add to one's own satisfaction—by this

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sympathy so greatly lessen the consequences of the various mishaps which travel by highway and byway may possibly entail. Be careful in your choice of associates, therefore, if you would travel joyously, or sooner or later friction will arise and the outing degenerate into a miserable scramble to "get through with it" quite foreign to the ideas with which you embarked upon the jaunt. The enduring harmony of a large party is in inverse ratio to its size. Two are a fairly large crowd at times, and even one's wife must be thoroughly *en rapport* with the undertaking, if the family only is included, to render the trip likely to result satisfactorily.

To successfully and minutely explore a country in early days the assistance of four-footed animals was found absolutely necessary: nor is it likely that two wheels or four were ever found competent to the task. In latter-day journeying by road the same truth holds, and forthwith the bicycle and automobile are put out of count and dependence must be placed upon the horse. The pedestrian, singly or in groups, and possessed of good health, physical ability and elastic youth, finds his reward in wholesome exercise and in the economy of his usually solitary journeying; the bicyclist, a labouring part of his machine, is handicapped by inability to transport with him more than the barest requirements for ordinary decency, and he also must be hale and hearty. The motorist must be ever near his base of supplies for hardware and noisome fuel needful to maintain headway on his "devil wagon," and to him only the beaten paths are open; nor, were it otherwise, could he stay his flight long enough to do more than oil a bearing or repair a smash. His stenchful contraption is also wholly out of place beside the sylvan stream or in the darkling dell—and perhaps his sense of propriety and of the incongruous forces this knowl-

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edge upon him. The horse, therefore, is the thing, and by his kindly help the aged and infirm, as well as the young and agile, may, as through no other agency, their youth renew by the means of driving tours, refresh their hearts and expand their minds in lingering travel along all sorts of unconsidered roads, "beginning no whither and leading no whence" through many delightful days which shall serve as an oasis in the mind forevermore.

We have good roads nearly everywhere nowadays—and for this many thanks—not, alas! to the horse-owners of the community, but to those determined bicycle chaps who would not be denied, but stirred up council and legislature until they obtained what they wanted in the way of at least fairly decent means of intercity communication. Morasses in winter, ash heaps in summer, our country roads, only a few years back, were as a rule horrible; to-day they are more than "pretty good," and steadily getting better. For another boon must we thank these "Ixions of the wheel," and that is for the provision of decent rest-houses and country hotels which their patronage brought into being and maintained, and where one may find an intelligent effort made to render the traveller's sojourn comfortable.

In embarking upon a driving tour it has always seemed a crying shame to have any definite plan as to direction or duration, and the questions, "Where are you going?" "When will you be back?" not only impertinent but in the nature of an insult from those who did not and could not know that upon the very vagueness of these particulars depended one of the chiefest pleasures of the undertaking. Any prosaic workaday person can answer such questions from the depths of his humdrum throat, but we who go a-yachting by land have neither leisure nor inclination for the satisfaction of

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such hopelessly vulgar curiosity—and therefore the Icy Eye of Intolerance freezes our interlocutor as we sally leisurely forth, as irresponsible as a summer breeze, as care-free as bits of thistledown. Where are we going? “Bless you, it all *depends*”—upon what lane looks attractive; upon whether those hills seem worth exploring; upon whether, when half-way to the mountains, the sea does not set up in our ears and hearts its siren call, and, abandoning all provisional itinerary, we hasten to it. When are we coming back? “Oh, any old time!”—to-night, if we quarrel; next week, if it rains; two weeks, if we feel like it; four weeks, if the money holds out. “To particularise is invidious,” and never more so than now, “when all the world is young, lad,” and care-free we turn our faithful horses’ heads forth to the homely pleasures, the romantic scenes, the tender associations, the glorious views, the joyous hours which are the prerogative of all those who wisely set out upon such adventurings.

Too large a party will necessitate the use of too many horses to render probable the likelihood of all the animals retaining their bodily condition throughout an extended trip. They will go lame, and shoulders and backs will chafe, while fickle appetites will account for the failure of more than one to endure to the end; and for this reason, and also because the load is excessive, expeditions with four or more horses in coach or brake are usually fraught with disaster. Two or four people, drawn by one or two animals, are likely to get to the end of the route, but the size of the party is best restricted to these limits.

All travelling necessities should be culled and reculled, and it is amazing how much one can do without in transit if precautions are taken to forward trunks, etc., by express to given points, where linen, etc., may be replenished and refreshed.

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A narrow flat trunk or large suit case or two, fitting under the seat or seats of the vehicle, will accommodate a lot of things for the small party of adventurers, and the runabout in the one case and the roomy democrat wagon in the other afford ample space for various impediments, and are most comfortable travelling carriages besides. Rain-coats and other wraps may be strapped to seat-backs, or placed under or upon the cushion, or, with the umbrellas and parasols, bound upon the dasher; while the horse clothing, halters, bandages, etc., done up in straps, may be fastened to the back of the seat or above the trunk; and the road kit of wire, wire-cutter, hoof-pick, cord, grease, wrench, and various sundries, may be stowed away in the receptacle for the apron under the seat. Thus provided, our voyagers are prepared for any incident by field or flood, and ready for everything that comes.

The vehicle, as to its tires, nuts, parts, etc., should be thoroughly overhauled before starting; the motive power freshly shod; the harness comfortable in fit, and stripped of everything but the essentials, with open bridles (if the animals permit them safely), or with widely flaring blinkers, that heat may not harm nor discomfort annoy. A spare breast-collar should always be carried, if a collar is worn, to use if the shoulders chafe, and the collar itself should fit very snugly at starting, as with toil neck and shoulders are sure to shrink.

Seasoned horses in regular work should be procured, of steady character, close-made, active, and free from any habit of stumbling or hitting knees or ankles, for if these faults are evident when the beast is working lightly they will be heavily augmented when fatigue intervenes. A "Yorkshire boot" or two, made of felting and tied on by a

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bit of cord, should be at hand, for a weary horse may begin to hit himself, or a raised clinch in a foot may work havoc with the opposite leg in a short distance. Ambitious, free-going horses—even hard-pullers—should be chosen, for they will quiet down with the hard work; but your sluggish brute will make your journey a torture before you have been out many days, through the necessity of proceeding at a snail's pace or of urging him along.

The day's drive may be split into divisions if places of interest are frequent or if for any reason that method seems best, or one may go straight through to his destination at one effort. The early morning and the late afternoon are the best times for travel, and this leaves the middle of the day for sightseeing. From fifteen to twenty miles may be covered in the early period, and from ten to fifteen in the later, although it should be arranged occasionally that a short trip of ten miles or so may constitute the day's work, thus giving the animals a short day. Once started, the first mile or so should be covered at a moderate pace, but after that the gait should be fairly brisk to within a mile or so of the journey's end. Nothing fatigues a horse more than dawdling aimlessly along, as they have no knowledge of ease and food at the end to sustain them, nor of where the halting-place may be. Water should be offered at every opportunity along the way, and a folding canvas bucket takes up very little room. Do not stint them in fluid, unless it is cold spring water. You drink what you desire yourself, and iced at that, and what is there about the constitution of a horse that he may not have what you yourself enjoy under similar conditions of hard work.

Arrived at your destination, do not fuss about your horses and annoy them with superfluous attentions. They

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will be cool and ready to put away if you have come the last mile or two as you should, and therefore be quick about their toilet and let them get to the board and bed for which you probably have a personal longing. Wash the shoulders and the pad place down in cold water; sponge down and between the hind legs to remove grit and dust and prevent chafing; wash legs, and bandage loosely (for drying, not for supporting purposes); straighten the hair of the coats, and put them away—the whole operation not taking ten minutes. Let them have a little hay to pick at, and a reasonable amount of water—half-bucket each—and in an hour water fully, and feed if the time for it has come. Never mind the complete dressing for them until ready to journey on afresh, then have them groomed thoroughly. See that the beds are dry and deep, and get them box-stalls, if you can, at any cost. Watch the appetite closely, and tempt them in every way to eat, if not their regular daily ration of hay and oats, then an equivalent in more succulent and “tasty” material of other sorts. To keep them going through a trip of several weeks is a good test of your natural ability as a horseman, and will task not only your knowledge and your foresight, but your sympathy and common sense.

If a coach or brake is used matters become more complicated forthwith. Hotels that will accommodate your little party of from two to four will not take in a large and pretentious expedition like this, with several servants, etc. Spare horses must go along or be sent ahead, and if a four-in-hand is to be driven you may as well have six animals, two of them drawing a light baggage-wagon turn about with others, which can carry much of the heavier luggage. These horses should be all of a size, that they may work anywhere round the team and be driven in various combinations to their

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personal advantage. Your vehicle should be fairly light, and a brake is better than a coach for this reason, and because it runs easier in country ruts, turns better, and in overgrown roads when branches swing low has no panels to scrape and tarnish. You will need two men at least to care for the horses, one with the brake and the other with the wagon, and they will have their work cut out at the halting-places, because one cannot take it as easily with four on the road as he can with one or two, for the reason that few fours will walk well together. In consequence, the animals arrive at their destination more or less heated, and must be thoroughly cooled out by walking in hand until ready to put away; while the four "sides" of harness and the wagon harness, besides the two vehicles, make a combination quite beyond the experience of the average village livery-stable, and need several hours' work under expert hands.

CHAPTER XXVIII

ROAD-DRIVING AND APPOINTMENT

OUR native woods, and our ingenuity in designing competently and constructing skilfully, has afforded, to the latter-day American, vehicles which for strength, lightness, easy draft, roominess in proportion to size, and durability are approached nowhere on earth—a wide reputation; and of these the road-wagon and the speeding wagon represent the triumphs of the builder's art, although their fragile lines owe their enormous durability as much to perfection in metal as in wood-working; while their ease of draft and comfort of conveyance is due to the rubber tires without which few high-class vehicles are nowadays complete. The accepted innovation of low wheels has relegated the high wheel of former days to a position of "innocuous desuetude," but it is by no means certain that this condition of affairs is sure to maintain; and in fact many road-riders, while succumbing to the fascination of the rubber tire, have proved loyal to the old-fashioned wheel, and not a few others have for genuine road work returned again to their patronage of that pattern. It cannot be denied that the low wheel has its drawbacks in that it has a tendency to throw the mud in showers from its rapidly revolving periphery, not only upon the occupants, but also upon the horses, when a pair is driven; and all will not bear this incessant pelting with equanimity. The low wheel, from its small circumference, is also much affected by uneven or rutty roads, and in consequence proves very uncomfortable to any one, as a lady companion who reclines

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against the back support and thus gets the full effect of the jolting and wriggling. Again, many of the low wheels are attached to the spindle by complicated arrangements of nuts, etc., and while these are properly attended to in city stables or in one's own establishment, the usual form of the nut and spindle is, while needing much more frequent attention, far less liable to disorder from careless or incompetent handling.

The side-bar has been the almost universal type of spring used, but, especially in the cheaper grade of road-wagons, this has not resulted successfully for the reason that the cheap spring is gauged to the full capacity of the wagon and to nothing less, and that consequently a full-seated wagon rides very "stiff" with one occupant; nor is there, even with two, that easy and delightful pliancy characteristic of the end-spring and the full elliptic.

Wagon and buggy makers have generally erred in that they construct their vehicles with reference only to the man of middle or ordinary height, making them most uncomfortable and cramping for a tall person. If they would build the bodies a little longer, and so arrange the foot-rest that it could be changed to two or three different lengths, they would accommodate all sizes of occupants; nor would this arrangement alter materially the shape of the vehicle or add to its cost, as the extra length could be obtained by a trifling lengthening of the body, raising of the seat and thickening of the cushion. As it is to-day, your tall man of six feet or more must, to be perfectly at ease, order a specially made wagon, which he has for that reason difficulty, very probably, in selling.

It has become the fashion at many horse shows to award ribbons to roadsters harnessed to "speeding wagons," and to accept them as "road-wagons," than which nothing can



ROAD-WAGON; LOW WHEELS



ONE-MAN ROAD WAGON; LOW WHEELS

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be further from either propriety or common sense. A road-wagon must be such in all respects—ready for long trips or drives; light enough for ordinary speeding; roomy enough for its occupant and his traps; and strong enough to endure unharmed the vicissitudes of travel not only over speedways and park roads, but over such highways as the ordinary country road-master provides. If it is not able and ample for such tasks it is no “road”-wagon, call it what you will, and one would hardly care to drive at a road gait a “speed wagon” twenty or thirty miles even if he could by so doing acquire it for his own.

Lightness has reached its useful limit in these vehicles, and no end can be served by making them lighter, nor, indeed, so light. Fragility and the danger-line are two points that constantly approach, and as some of us weigh 250 pounds or more, these absurdly light vehicles are not only dangerous, but not in keeping or in good taste, and therefore in the matter of correct appointment to be carefully supplanted.

Nothing is gained by this excessive fragility save that some dealer can say that he has built one of some such foolish avoirdupois as forty pounds or so which has proved usable, ignoring the fact that not only will a horse pull a wagon of greater bulk as fast, but even faster. Again, these extremely light wagons are very difficult of repair and easily racked to pieces or broken down by too sharp a turn.

Another argument against the very light wagon is that a horse at speed is apt to take too hard a hold of one, especially if fresh or badly balanced, and as the weight must then come on the front axle, a very slight swerve will suffice to turn you over unless you have your feet against the axle outside the body, which is both awkward and hardly allowable—certainly not agreeable.

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Given weight in moderation, your rough-gaited horse at once goes smoother; your knee-banger, elbow-hitter, and quarter-grabber begins to clear his boots, and may soon go without them; your hard-puller finds something else to lean against but your arms, while the smooth-going animal continues to show that characteristic as well in the 100-pound wagon as he did in the sixty-pound. Draft is so perfect, friction so slight, and roads so excellent nowadays that nothing is to be gained by abnormal lightness.

The appointments appropriate for a "road rig" (so called) have been carried to more ridiculous lengths, and have promoted more acrimonious discussion and more hard feeling than those for any other variety of equipage. Singularly enough, this bickering was never over the real essentials, but over the absolutely immaterial accompaniments with which a driver saw fit to cumber himself and which should be matters dependent only upon his own needs or opinions; which counted in judging only some small fraction like 10 per cent., and figured in actual use at many per cent. less than nothing, so far as genuine importance went.

Absurd provisions were and are the rule, and the elaborate "kits" contain all sorts of useless things, most expensively made, and shamefacedly produced as if the owner were willing to apologise for being so silly as to invest in them. Wheel jacks (for an eighty-pound wagon), halters, shoes, nails, flask, etc., lugged about in a wagon which is never ten blocks from some stable or blacksmith shop, savours of the inane; while in one year the robe must have a monogram on its middle and in another year none; alpine hats and box-cloth coats being apparently *de rigueur* regardless of weather conditions, yet rain-coats constituted no part of the essentials, nor did tie-ropes!

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Everything about such an equipage should be quiet and in keeping, the harness fitting accurately, the horse good-looking and well groomed. Dark-coloured, of course, as to the body, the shafts, pole and undercarriage or "running-gear" of the wagon may be lightly striped or painted in other colours, as red, green or yellow picked out with black, a monogram or initial being placed upon the seat-riser. The top, if worn, should be "full-up" or down; the side curtains and apron under the seat. The necessities—cooler, tie-rope, foot-pick, scraper, lamp, rain-coat—should be neatly arranged, and the lap-robe, according to season, either in use or folded and hung over the back of the seat.

The harness should be very light, black, single strap, have horseshoe buckles, rubber, gilt-lined or brass mounts, single keepers, square blinkers, overdraw flat check or part round side check (loops on crown-pieces and not on throat-latch), or no check as preferred; breast-collar, with martingale loop; traces flat or (sometimes) round; saddle, with small housing (generally); breeching; crupper (without buckles); flat, or part round russet reins, leather-covered buckles. Monogram or initials neatest on blinkers only, although sometimes placed on breast-collar, on pad flaps, and on hip straps; brow-band may be plain or fancy leather. For pairs the same general ruling holds good, and either shaped patent-leather collars and hames (inside terrets on straps) or breast-collars are used; no loin-straps; housings, or none, as preferred; checks, etc., as in single work. The whip should be plain and elegant; straight, of course; the lap-ropes plain and neat; the carpet dark-coloured and harmonising with the wagon trim.

A road horse should of all things be a good, prompt walker and a free, straight driver; lacking in these essentials,

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he is no roadster, even though he be as beautiful as a dream and as speedy as the fastest. Nothing is more irritating than a plodding, lumbering walker; no horse is more regularly overdriven. He should carry a good, natural head and front; be lively and active, yet "biddable"; back freely and stand well; be absolutely fearless of all objects, road along cheerfully at the pace required without needing unusual restraint or urging; and possess a nicely pliant mouth which would enable his driver to cut a perfect "figure of eight" while holding the reins in one hand as usually held by a road-driver—*i. e.*, through the full hand, the off rein over the first finger, the nigh rein coming through from outside the little finger. This position of the reins, with attendant play of the forearm and wrist, is best adopted by any one who would perform this feat, even when driving four horses.

A roadster must also be level-headed in company, and stick to his gait at speed without unduly pulling; must be "brushy"—*i. e.*, get to his speed quickly, and must drive straight and "break" straight—*i. e.*, must not plunge sideways when he "tips over," as many horses do, and which is an extremely dangerous failing in a roadster, calculated to cause not only a collision, but even to turn your wagon over if you chance to take a sharp hold of him at the same moment. Too tall a horse is not desirable as being out of keeping, and also probably too long-gaited for safety at speed. About 15.2 is the proper limit, and from that down to fifteen hands will be found generally best liked.

Of all the difficulties attendant upon buying horses, there is nothing to touch the trouble and the skill required to perfectly mate a pair of road horses, and the prizes offered by horse shows for such classes have always seemed absurdly disproportionate to the time, money, and knowledge required

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to successfully compete. Heads, necks, bodies, tails, colour, dispositions, action, mouths, manners; speed at walk, jog, full flight identical, and instantly and obediently interchangeable; ambition to help and yet not to try to beat each other. It is doubtful if one comes upon a pair perfect in all these respects twice in a lifetime, and if he does they are usually the property of another, and unattainable because the owner realises what a treasure he has.

The heavy-harness horse is easy to mate, as his adjustable biting makes very differing dispositions identical; docking makes similarity possible among even the originally dissimilar; harmony at the park trot is good enough, and cross-matched pairs acceptable; but the road-rider must seek and seek again until he finds two that fill the bill as described above; and yet all such pairs must be amenable to easy control with snaffle bits, and, in them, always mutually supporting and assisting and never hampering each other at every pace and in any situation.

The least objectionable feature of dissimilarity in such a pair is that of height, as the discrepancy is generally only noticeable when standing, for the reason that they are not as closely coupled as heavy-harness horses. The next is that of gait, whether long or short, since so long as they both stride alike at speed the difference at the other paces is not material. The next is colour, although shadings of the same colour are not objected to. The essentials are mouths, manners, courage and cleverness, and without these they are no pair and practically worthless for the purpose, just as really as is any other horse, such acquirements being actually at least 75 per cent. of any animal's value, instead of the low value, as "also to be considered," which the horse-show prize-list usually imposes.

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The matter of boots and booting is passed over because a gentleman's bona-fide road horse neither needs any nor is allowed to wear them save when, in actual action, the shin-, ankle- and quarter-boots of safety are applied. American ingenuity is as unrivalled in the contriving of all these articles as it has been in the evolution of the road-wagon; but it may well be questioned whether, by thus rendering profitable and possible the development of thousands of malformed, rough-gaited, crooked, staring, flat-sided brutes, and by subsequently using them liberally for breeding purposes because, thus protected, strapped-up and buckled-down, they could scramble a mile faster than others possibly in every way their superiors, we have not dealt the American trotter a body blow from which we are yet to reap punishment in his deterioration as a perfect animal; and the difficulty of obtaining any sort of high-class roadsters to-day offers strong testimony to that effect.

CHAPTER XXIX

MATINEE RACING AND ROAD-DRIVING

THE amateur driving-club of the present day is an institution of such recent development that it is little understood by the majority of our people. The trotter, than which we have nothing more truly American, has never been thoroughly appreciated, and the versatility of this wonderfully adaptable horse is just beginning to be understood. Amateur driving, from the time of our forefathers until recent years, has always meant road-driving, and few men have ever attempted to secure enjoyment from their trotters by active participation in track contests or races. Up to within a few years there have been no organisations that could properly be called amateur driving-clubs, and since the formation of these clubs they have, perhaps naturally, been confounded with race-track organisations. This is due to the fact that the names "Gentlemen's Driving Club," "The Riding and Driving Club" and the like have for years meant associations formed for giving horse-races for profit, and most of the amateur clubs have adopted the name "Gentlemen's Driving Club." The two are not at all analogous except that at both meetings horses are used in racing over a prepared track. In one case the racing is conducted for profit, while in the other it is purely a sport. So-called "matinee racing," meaning racing where no money was at stake, has been in favour at various places for many years, but none of these reunions were managed by properly chartered amateur driving-clubs, and few, if any, had any

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organisation whatever. The first genuine amateur driving-club was started at Cleveland, Ohio, in 1895. That city had always been a place in which much interest was taken in the light-harness horse, and with the inroad of trolley lines and other adjuncts to a large city, which did away with environments suitable for pleasure driving, those interested naturally turned to the race-course as a place to enjoy a fast horse. Fortunately, the club was started in the right way, by the right kind of people, and to this fact can be attributed its remarkable success and its growth and increased importance each year. It was originated by a number of the best men in the city, all horse-lovers. They all took an active personal interest, and there being no lack of applications for membership, and being careful who was admitted, the tone of the organisation was kept at a high standard and its spirit of the right kind. Since the incorporation of this club others have been promoted, until to-day nearly every large city has one of like character; while innumerable smaller places have their "matinee" clubs as nearly similar as the local conditions permit. What this interest has grown to be is hardly yet understood, and what it may become in the future is hardly conceivable.

It may be fairly said that everybody admires a horse, and few, indeed, there are that do not love a fast horse. All kinds are interesting, but none offer an opportunity for such infatuation as that horse which the owner himself can drive and race in thrilling contest with friend and neighbour. The day of the trotting-horse has come and the "matinee club" is responsible for it. As an explanation of what these clubs are and may be, it would be proper to describe the Gentlemen's Driving Club of Cleveland. Composed of about 150 of the most prominent business men of the city, perhaps

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fifty of them are what might be termed active members—that is, members who drive at the “matinees.” A “matinee,” to which the public is invited, is held every Saturday afternoon through the summer. A regular programme is furnished, and music also. None but members and members’ horses, however, are permitted to take part. Everything is done to rule, regular judges and timers being appointed. The horses are classed by a committee, not by their records, but by their known ability, which insures all having a chance to win, and also assures close contests. The racing is all done to road-wagons, and an afternoon’s fun consists of from eight to ten events with from two to eight starters in each. The average attendance is fully 2,000, and of these it is fair to say two-thirds are women. It is not a rare thing on special days to have the attendance run up to 6,000 or 7,000. There is no money at stake in any way at these matinees, and the club is supported entirely by dues from its members. They race for honour and ribbons alone, with sometimes a cup.

In 1899 the club at Boston, in order to stimulate this kind of sport, offered a \$1,000 cup called the Amateur Drivers’ Challenge Trophy, which was to be trotted for each year, and was open for competition to any member of any recognised driving-club, providing, of course, he was an amateur. This intercity racing brought to light the fact that organisation was necessary, and it resulted in the formation of the League of Amateur Driving Clubs, whose membership is at present composed of the very lively and healthy clubs of Boston, New York, Syracuse, Pittsburg, Columbus, Chicago, Memphis, Buffalo and Cleveland. The League formulated rules governing intercity racing, and was directly responsible for legislation on behalf of the amateurs by the National and American Trotting Associations, whereby amateurs are permitted to

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race their horses at open matinees without incurring the penalty of bar or record.

The interest in amateur racing to wagon developed so quickly that a number of the trotting associations began offering inducements in way of cups to the amateurs to compete at their meetings. Charter Oak Park, Hartford, was the pioneer in this, and the New York State Fair Association has for several years given much attention to the amateur end of the sport of trotting. A number of other associations have taken it up, and to-day there are many opportunities offered the amateur to compete with his trotters at public meetings for plate or other trophies.

Prediction was rife at the starting of the Cleveland Club that it would be short-lived. It was not thought that men would long race their horses for fun and accept frequent defeat without internal dissensions arising that would disrupt the organisation. Happily this has not been the case, and it is indeed remarkable how little friction has occurred. Experience has taught that the success of this sport lies in the character of the members composing a club. They must be gentlemen in all that the name implies; they must be good sportsmen, willing to concede defeat and at least simulate cheerfulness over it, as well as to accept victory with becoming modesty. Their meetings must be conducted to rule, and kept clean and free from all that leans toward rowdyism, and so pleasant that the nicest women can attend and not encounter anything which might shock their sensibilities. It is true that when any sport is taken up or patronised by good women it at once becomes an assured success. There should be no partiality shown to any member or to any horse; of all things, avoid the forming of cliques. All should be made to feel that their interests are being fairly cared for.

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The race committee should, in making up their programme each week, class the horses as near together as possible in respect to their speed. No attention need be paid to a horse's record, but if he proves to be in too fast a class, or vice versa, drop him down or move him up the next matinee so that in the end all may have had as fair a chance as possible.

To the individual member it is perhaps not necessary to say, at all times control your temper, and carefully guard your tongue, that you do not say something you may be sorry for afterward. No sport admits of so much difference of opinion or opportunity for wrong judgment as this; it produces excitement perhaps more continuously than any other, and, realising this, one is wise to keep oneself well in hand. A man who will not or cannot control himself has no business to drive or attempt to direct the movements of so intelligent an animal as a horse. It is human nature for a man to love his horse, often with an affection of the kind bestowed upon his family; he resents a criticism of his favourite, and the sting of defeat is bitter. It takes good men, broad men, kind men, or, to sum it up, good sportsmen, to meet these conditions; but the education so received is, if taken properly, invaluable. Of all things, don't forget always to drive fairly. The day of trickery and sharp practices, born of contests on open roads, where no rule applies, has passed, and nothing is more reprehensible than these cheap ways of taking advantage of a contestant. On the track and in these matinee events one must drive to rule; so avoid fouls and drive fair. The rules make no distinction between a foul drive made unintentionally as against the deliberate foul, and aside from the meanness of it there is the danger offered to all. Cutting off, carrying out, a misuse of the whip, jockeying at the score, and general abuse of the

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sport should not only be severely frowned down, but punished also, for no true sportsman understandingly stoops to such misconduct. Much better to be known as a good fellow and fair driver than as the most skilful. Don't be nervous over an anticipated race; the danger is at a minimum. We do things every day of our lives much more dangerous without hesitation; of the millions who have driven in amateur racing, no man was ever yet killed; so pass by at once the thought of danger: there is really none.

The anticipation of contest tends to excite the nerves, but with practice of a little self-control this will pass away. Remember at the beginning that not only is your pleasure at stake and the pleasure of your fellow members, but there are perhaps a few thousand spectators whose afternoon's enjoyment you should consider. Be alert and prompt; get your horse ready and out on time; keep your eye on the judges; report to them at once any hitch in your affairs; be ready at the score; do the best you can to secure a fair start; drive a fair heat, and if defeat be your portion, smile and try at least to be happy in the cheering thought that other days are coming and that the full cup of joyousness will one day be held to your lips.

To attempt to advise what kind of a horse one wants for matinee racing would be almost as difficult as to say how that horse should be rigged or driven. People differ as much as horses, and what suits one is far from pleasing to another. A beginner, however, should never purchase a sluggish horse; no more should he select a highly nervous one inclined to break. Of the two, the sluggish horse is the most difficult to get results from, and it takes an expert to get his best. The beginner, in his overzealousness and lack of experience, does too much driving, and ere long the horse has lost confi-



THE RUNNER COLLARS HIM



AN EASY WIN



A CLOSE FINISH

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dence, and, if driven at top speed, will break. A horse that "drives himself," as they say, is the best—that is, one that is free without being rank; one that you can feel is giving you his best efforts always. Then there is but to sit still and guide him. He must of all things be inclined to stick to his gait, and if he has these qualities it matters not so much if he be handsome or well bred. Matinee racing is not so severe on horses as regular racing. The scoring is at a minimum, the fields small, and the races short, from which fact horses often worthless for racing purposes make quite successful matinee horses. They may not be quite sound enough for regular racing—delicate feeders, and even bad actors; but with the short racing, small fields and consequent lack of scoring they often make well-behaved matinee performers. A puller is always to be abhorred; a horse that goes sideways when he breaks is too dangerous an animal to be used, and a horse that wears hobbles should never be permitted on a track; he is a menace not only to his own and his driver's life, but to every man and horse that starts with him. For size, to pull a wagon with a driver of average weight, a horse from 15.2 to 15.3 is the ideal. If the horse is rapid-gaited, or "pony-gaited," as they say, it is a good thing; high hock action is not objectionable; but a horse "duck-gaited" behind—one whose hind legs are always apparently behindtime, is not desirable: he would not be a good weight-puller, would be slow to start, and very apt to hit the wagon unless hitched abnormally far from it. One that trots with his legs under him, with round free straight action, is the one best adapted to pull weight, to start quick, and to trot with fewest boots. The fewer boots a horse needs the better, of course, but while it is best not to put them on if not needed, never hesitate to do so when they are. The ideal matinee horse, or, as he is

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sometimes called, "fun horse," is the one that has good manners, is kind and tractable, and has the least possible inclination to change his gait, but that sticks to his trot or pace—still one that can, should he happen to make a mistake, rectify it easily. He must have a fine mouth, must not pull, and must carry his head straight; must be quick to get under way; not nervous at the score; must be "brushy," and yet have enough stamina to last out at least three heats at his limit for a mile. He must require few boots and no fancy rigging, and he should be a horse that requires little work to keep him on edge. Horses differ greatly in this. Some need a great deal of fast work and require a number of heats in warming-up or preparatory work before they are able to do their best. Usually such a horse is apt to be unsteady if hurried before he is thoroughly warmed up. A horse that carries his head to one side (and it is a very common fault) ninety-nine times in a hundred will carry his hindquarters to the opposite side; this makes him go short with the hind leg that is carried in, and he becomes "foul-gaited," necessitating a gaiting-pole, side-strap, neck-pole, or some other contraption. There are many reasons for this most annoying fault. To begin with, in trotting the turns, especially of a half-mile track, the horse learns to lean in toward the pole, and very likely acquires the habit of carrying his head out, as the driver is compelled to continuously pull him that way in order to keep him off the fence. If his teeth hurt him or his mouth or jaw is sore he will carry his head sideways, pulling most on the bit on the side that hurts. If he is sore, or lame in back, hip, or hind leg, he will favour this leg by shortening his action; if sore or lame in foreleg, shoulder, or foot, he will carry the opposite hind leg under him in order to relieve the concussion on the tender side in front. This

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often occurs with a horse that apparently jogs sound; but, when put to speed, the weak spot is made manifest, not by nodding, which usually indicates lameness forward, but by carrying one hind foot under the body, going short with it, and in this way taking much of the weight and jar from the one that hurts. On general principles, don't look with favour on a horse that hits his elbows when at speed; the elbow boot is the meanest one of all mean boots to adjust and wear, and they are continually breaking and coming loose. The least objectionable boot is the shin-boot, either forward or behind. A horse that hits his knees and arms hard should be looked upon with suspicion, as very few of them can be used to any advantage, and the more tired they are the harder they hit, generally with disastrous results.

The training, balancing, booting and rigging of a trotter is essentially work for a professional, and yet if the amateur would study and take an active interest in this science as well as in the driving he will not only be much more successful but will find far greater amusement in his sport. Those who have never paid attention to this side of the harness-horse industry have no conception of the vast amount to be learned and of the skill and intelligent thought that can be applied, nor appreciate the real pleasure afforded when one overcomes some fault, weakness, trick or vice, and makes a good horse out of a bad one. It is certainly an art, and one that can never be entirely mastered. To attempt to enumerate the things that may be done to help balance a horse would be impossible. A large book could be written on the single subject of shoeing and balancing the foot and action. Perhaps one of the most important things is to have the horse's mouth and head properly rigged. Much may be done in controlling the action by raising and lowering the head

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and in rigging the bits and headgear so the horse may work straight. Many horses have the mean habit of putting their tongues over the bits, which, if not stopped, usually causes much trouble. It is a fault easily remedied, the usual method being to tie the tongue with strap or tape around the lower jaw. A simple and effective way is to use an ordinary rubber band about half an inch wide; this being hung on the bar of the bit, a few twists are taken in it and the tongue is then pulled through it. Care should be taken that it is not twisted tight enough to impede circulation, and yet it must be so tight that the tongue cannot be drawn out of it. This gives the horse free use of his tongue, but he cannot draw it back far enough to put it over the bits. Some horses draw their tongues so far back in their throats that they choke; resort must then be had to tying the tongue to the lower jaw. It is wise to change bits and head-rigging once in a while, as in this way the horse is less apt to acquire some bad habit.

The art of shoeing a trotter is one that nobody can thoroughly master, and if one loves an abstruse problem let him start on this and he will never lack material for thought and argument. The only danger to be avoided is that of becoming a crank, and no subject connected with horses breeds more. Certain laws and rules there are among the fraternity, but they are all subject to radical change. Weight and its distribution, angle of foot, length of toe, height of heels, pattern of shoe and its application, offer more opportunity for intelligent thought and experiment than anything connected with the horse.

As in training and handling, so in rigging and hitching, no fixed rule can be successfully followed. Horses, like individuals, differ so materially in disposition, gait, conformation

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and constitution, that what is just right for one is all wrong for another.

In harnessing to speed-wagon there are one or two points well to remember. First, don't fail to have your shaft-tugs well elevated. If the line of the top of the shafts is half-way between the point of shoulder and top of withers they are not too high. This is not the orthodox fashion of harnessing, but in this case you are preparing your horse for speeding, and the shoulder action of the horse, if the shafts are low, gives a side-swinging motion to the shafts that will make the wagon swerve as the horse extends himself. Have him far enough away to insure his not hitting the axle, but as near as can be without this danger. In a wagon, for some reason, the breeching is apt to work up under the horse's tail, and this, with a nervous horse, is dangerous. It can be tied back to the cross-bar, or one can use a thimble-strap running from the shaft-tips around back of the saddle. If these are used, don't get them too tight, as they will take all the pull, which may result in breaking your backstrap.

Perhaps, all things considered, where feasible, the use of a harness of the "two-minute" pattern is advisable. This harness does away with breast-collar and traces, as well as with hip-strap and breeching. A pair of thimbles are used that are slipped over the tips of the shafts; from these a pair of straps with buckle attachment run back to the saddle, fastening in different ways; and from the same fastening two straps run back to the whiffletree. It can readily be seen that these straps take care of the pull both ways. This arrangement has its objectionable features, and some horses do not seem to take kindly to it. It can obviously only be used on very light draught vehicles, and is only intended for track work. Its unsightliness should bar it

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from the road, as a horse looks to be only half harnessed when so rigged. Its greatest objection is found in using it on a horse that pulls. The entire strain coming on the saddle causes sore back, sore muscles where the saddle pinches, and sometimes soreness over the loin, causing the horse to go rough-gaited. With a kind, true-going horse for track work the simplicity of this manner of harnessing recommends it, particularly as it eliminates the danger attending the breeching's working up under the horse's tail. Few horses perform well in any check other than the overcheck, and obviously so when one stops to consider the fact that practically every harness horse is broken with this check. It is easier to control a horse with it, which has probably caused its universal acceptance, and yet there are very many horses that would perform better with the side check were they once broken to it. A light-mouthed horse or one that likes his head free should do better in a side check when once used to it, and it certainly looks better, as a horse has not the straight gooseneck and strained position of the head as with the overdraw. When the side check is used the nose-strap should be used with it. Many horses, perhaps the majority, need to have their mouths so rigged that they cannot open them, and resort is then had to a chin-strap or jaw-strap. With the mouth closed the driver has much more control of his horse, the bit remaining where it should be. Every horse should be rigged with a martingale, not short, but such as to prevent him from throwing his head up in the air when he breaks. When he does this you lose much of your control of him and he is apt to run sideways. A horse that is bad in this way should also wear a halter, the strap fastening to the saddlegirth, thus preventing his throwing his head up. On general principles, the

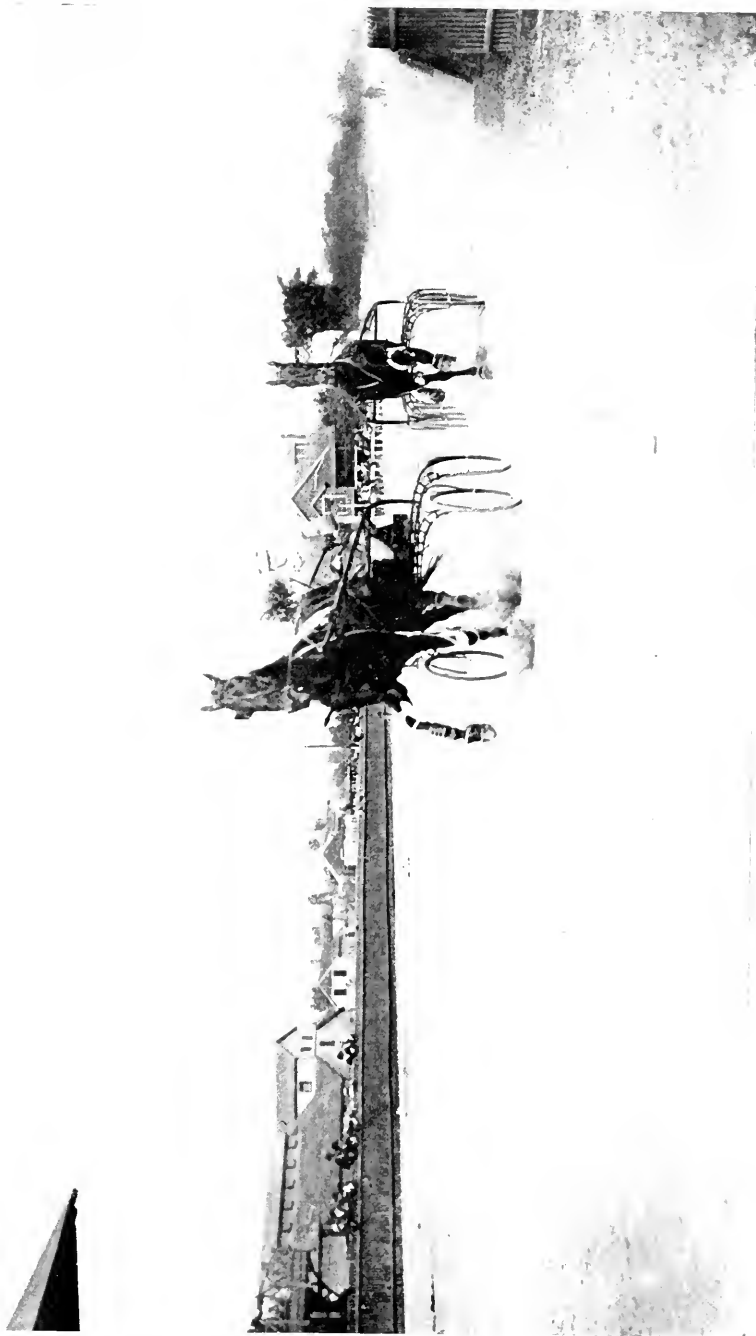
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simplest rigging you can get your horse to work kindly in is the best. If he is not comfortable he will not do his best. Extremely high checking is an abomination and perhaps never necessary; the object aimed at can surely be accomplished in some other way, perhaps by shoeing or weighting.

If you drive a horse that pulls, never turn him around to score without first making him stop and let go of the bit. Then turn him quietly, and don't take hold of him until you have to. Unless he is a very sluggish horse, always make him stop and turn on a walk. Restrain him as little as possible; a steady pull soon deadens the mouth and the pull becomes stronger. Try to encourage him to drive on a light rein, and to let go of the bit as often as possible when going slow. A horse should always jog on a slack rein, unless he is sluggish and apt to stumble. With a sluggish horse, keep him always up on the bit, alive to its feel, and turn him to score in this way. If your horse is a little inclined to break at the start, don't hurry him. Keep him on a trot whatever else you do, even if the others do open a gap on you. A mile is a long way, and you have a better chance to beat your opponents coming from behind them, after you have your horse squared away and after he is settled, than if you send him to a break at the start. The one thing perhaps most criticised in amateur racing is the scoring. There always will be criticism of scoring just so long as horses score, and with the trotters scoring is a necessity. It looks simple enough to the average layman to bring a number of horses to the wire together and on a trot. With the professional it is hard enough, but with the amateur it is harder still, owing to lack of experience. Scoring is a good deal of an art, and some seem never able to master it, try as they may. Overanxiety is the greatest trouble, and

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in their eagerness to get away well some turn and start for the wire with little regard for the position of others. The problem becomes much easier if each man watches the others carefully and all turn together and head for the wire, going slowly at first, then increasing the pace, but not faster than the slowest one in the party can score. A little exercising of thought and effort will save much time and annoyance. If you have a "brushy" horse, easy to get away, you can turn nearer the wire than the others, joining them as they come to you. If you have a nervous horse, apt to act badly at the score, take him well back, turn him alone, and start him slowly. You must time this, however, so that when you reach the others they are all in motion and headed for the wire, and so that you will not have to pull back in order not to get to the wire ahead. Only the best-behaved horses will permit themselves to be taken back and started again quickly. If you have a "brushy" horse, one that has speed but lacks stamina, begin slowly. Let the rest do the racing, keeping within striking distance as your judgment directs, and save all you can for the finish. On the contrary, if your horse is a "rater"—one that goes all the way about alike—start from the word "Go," and keep him at it as well as possible. Conditions vary so that no rule can be always correct, and here is where you have an opportunity to use your judgment. Above all things, keep your horse on a trot, study it, work at it, and believe that when you acquire the ability to do this successfully you have made of yourself a good driver. Better by far be beaten again and again and know your horse has trotted steadily than to win once in a while and have him continually breaking. A horse soon learns this trick and finds that by doing it he drops out of the race; it becomes an easy way for him to shirk his duty. Practise driving with a light



A FINAL CHALLENGE

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hand; don't pull any more than you absolutely have to; handle the reins gently; consider all the time that the horse's mouth is flesh and blood; try to think that the bit is in your own mouth, and handle the lines accordingly.

An essential thing to good driving that can come only by experience and careful observation is rating speed. With the modern way of carrying the watch in the hand this becomes comparatively easy, but don't rely altogether on the watch. Try and learn to discriminate as to the rate of speed you are going, and as you learn it you will win many a heat that would otherwise be lost.

Dash races or short races will never be popular with the matinee driver for the simple reason that he only has a chance to race a horse once a week, which means only a few starts during the season, and he is not getting value received. Nothing less than races of mile heats, two in three, will suit him. The mile seems to be the proper distance to race when a horse is in good condition, and to go longer races means a different course of training and consequent interference with the usual routine.

Innovations, however, such as team-racing, trotter or pacer with running mate, and trotting or pacing to saddle, would materially help to make matinee racing more popular. For the first, team-racing, it is so exceedingly difficult to get two horses together that make a team that one can race that the attendant expense and work keep people from it. Matinee racing is expensive sport at best, and comparatively few can afford the large added expense that one incurs when he attempts to get horses together to race as a team. With two dozen horses there might be four or five teams arranged that looked well and worked well together at slow speed, but when racing is attempted the probabilities are there

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would not be one good team among them. A good team, then, means, first, careful selection, which in turn may mean a year's effort; then follows training together, and when this long task is completed one is apt to find that he has not a proper team after all. One can never tell by observation nor even by actual trial whether two horses will go well together, and well-mated horses outside of looks are usually an accident. Very often after one or two trials of two that seemingly go well together, one of them will suddenly change his manners; he will perhaps begin to fret or pull, or go rough, or break without provocation. Long practice may overcome the trouble, but the probabilities are it is incurable. A few men have a natural skill in putting horses together and training them to go in this way. Mr. Frank Work, of New York, is probably the greatest exponent of this we have ever known. It has, however, developed in him after years of patient study and active effort. He has not always tried to mate his horses in looks or dispositions, but he makes them alike after working them. His famous team, Dick Swiveler and Edward, drove as one horse, and yet when he purchased them none would have considered they would have ever made a team. Belle Hamlin, Globe, Justina and Honest George were not at all alike, and the team Lynn Bourbon and Bertie Girl, that hold the world's record over a half-mile track of 2:16 1-4, were as dissimilar in every way as it is possible for two horses to be. To find a horse that will trot a fast mile hitched with running mate is much easier. Almost any horse that sticks to a trot well will do, and the most difficult part of this is to find a runner that will run kindly and that is strong enough to pull the load. It is an exciting thing to watch and still more so to drive. If trotting and pacing to saddle could be revived it should be by the

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amateur, for a man to do it must be young and in excellent physical condition. It is one of the most violent exercises imaginable, and exhilarating in the extreme. A horse as well as the rider needs to be trained to do it, as it brings new muscles into active play.

No law can be fixed for conditioning a horse for matinee racing. Some need a great deal of work, some little, all need slow staying-up work, and at times all should be made to brush. Let us start in with a horse that has been roaded and is in what is termed ordinary road condition. We jog him first from two to five miles. If he is a nervous, washy horse, the two miles will do, but if phlegmatic he must be jogged longer, the idea being to get him warmed up and his bowels emptied. He is then driven a mile in about 3:00, taken in, scraped, and repeated in same time, letting him brush a short way at the finish, but well within himself. Every alternate day he will be worked in this way, gradually being made to step his second mile faster, until he begins to harden up and lose some of his flesh; then the rest between work should be made longer and he should be given more miles when worked. We will then begin to work the horse twice a week, once three easy heats, following two days later with a longer workout, from five to seven heats, according to his condition. If he is a fast horse with much brush, never allow him to brush any fraction of a mile at top speed until he is thoroughly seasoned. Such a horse should be trained within himself all the time. If he is sluggish and without much speed, then he should be made to go a piece of each mile at his extreme limit, as in this way he will make speed. Never forget that you can hurt a really fast horse more in driving him a short distance at extreme speed than by driving him many fast miles that are easy for him. In one

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case you injure probably permanently some muscle, joint or ligament, while in the other you simply tire him and he rests out of it. Few horses once conditioned need much fast work between their races. This is particularly so in case of matinee racing where so little is required of the horse as to scoring and number of heats. It is safe to say that the majority of horses are overtrained, and it is surprising how well and gamely a horse will race with little or no training. The danger in this, of course, is the relapse that comes after extreme exertion when the animal is not prepared for it. The greatest danger in racing a horse short in training is exhaustion of the respiratory organs and nervous system; he will rest out of tired muscles and **weary** legs, but an over-taxed heart usually means permanent injury.

Too much care and attention cannot be given the horse after his work. The "cooling-out" process should be a slow one—*i. e.*, a horse should be made to cool off slowly. This is done by clothing and walking. Remember that a dry coat of hair does not mean a cool horse. It is the inside of the animal that must be brought back to its normal condition, and after a severe race or work-out this will take a couple of hours, with the attendant use of lotions for body and legs and with bandaging and care of the feet. After such work a horse should be fed a hot mash, sometimes with a portion of cooked oats in it if he needs the extra food.

On days that the horse is not worked fast he should, if possible, be jogged on the road. The amount needed differs with the horse, but on an average after a horse has been trained to do his best it is not wise to jog him too much—perhaps five or six miles. Early in the season, when a horse is being prepared to train fast, the jog work should be longer. The idea of jogging a horse that may be said to be finished in

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his training is not to make strength, but to keep him in condition, so all that is necessary is light exercise. On the contrary, in the beginning of his training season the muscles and legs are to be hardened and developed, and much may be done by each day's work, whether it be on the track or road. The idea should always be to keep the horse in good spirits and not tired from overwork. If he is high-spirited and hardy he will need a little dulling down to help to make him steady, so the amount of slow work as well as fast that should be given must be fixed by the disposition, constitution and soundness of the horse.

It is strange the antipathy some people have for the pacer, and the objection to this horse is mostly prejudice born of the dislike our forefathers had for him. Pacers have always been cheaper than trotters, and in the old road-driving days it was the butcher, baker or candlestick-maker that was always ready with his old pacer to "take a fall" out of some of his richer neighbours. The pacer has been the poor man's horse, and this very fact recommends him for matinee work. We cannot all be rich, and the pacer offers to the man of moderate means a chance to have a fast horse without a great outlay of money. He is superior to the trotter in other ways; he needs less training, less skill in handling, fewer boots, and is less liable to be foul-gaited. He starts quicker and more easily, and drives straighter. The principal thing to be careful about in the purchase of a pacer is to learn if he has ever worn hobbles. If he has, pass him by, for there is not one chance in a thousand that, having been used in them, he will ever race steadily without them.

To conclude with, if you would thoroughly enjoy your horse, take time to learn some of the arts that go to make him the balanced, smooth-going, delightful machine he should be.

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With a light heart, a cool head and with light hands you will win your share of contests, and live to bless the day you became interested in the most interesting horse of all, the trotter.

CHAPTER XXX

BALANCING AND SHOEING THE ROADSTER

BALANCING and shoeing the road-horse so as to get the best results in the way of squareness of gait, evenness of poise and steadiness of stride are arts which, while demanding a certain amount of mechanical ingenuity, call no less imperatively for close observation, a gift for separating cause from effect, and a strong infusion of plain common sense and originality. No horse, be he ever so speedy either for a brush or "for the length of the road," is a gentleman's road-horse within the genteel definition of the phrase if he needs many and obvious or intrusive artificial appliances to enable him to show his best rate, if he must be smothered as to his legs in boots to prevent serious injury to them, or if he is so badly "hung up" naturally that he cannot be properly balanced by simple methods which will enable him to drive at speed without pulling on the reins. Horses are seen upon our speedways every day disfigured with all sorts of curious bits, poles, straps, checks, boots, toe-weights, and head, body or leg gear of various hideous proportions; but, as the attitudes of their drivers suggest, such brutes are not roadsters at all, but merely grotesque racing machines—misshapen, crazy-headed screws that have no possible present or future value at their avocation; cast-offs from the race-track which, despite its omnivorous qualities, could not digest them; a source of astonishment to foreigners, and of disgust to natives.

No horse is worthy the name of roadster which does not

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walk cheerfully, jog freely and rapidly, and drive at speed without hard pulling, after the first few strides at the start when the changed equilibrium is being arranged for. Most fast horses take a sharp hold then, but as the trainers say, "When you get the word, and are well into the first turn, you can throw away the reins," sure indication of perfect balance, and that everything is just to the equine taste.

Most road-horses are graduates from the trotting track, or at all events from the trotting sulky, and we are prone to "rig" them for work before the four-wheeled road-wagon just about as they were when we saw them in their races, regardless of the fact that the bona fide one-man road-wagon weighs more and draws differently, and that even the grotesque "matinee" or speeding wagon not infrequently makes the change felt. Not a few horses will go with an easier check on the road, or even welcome a different form of that article, and find the greater resistance of the road-wagon a help rather than a hindrance, particularly if they have been inclined hitherto to be rough-gaited; and not a few begin forthwith to go cleaner and to clear their boots, finally dispensing with some or all of them. The manner of harnessing the sulky and the matinee wagon are similar, and horses are tightly cinched up and shafts carried high up to minimise shoulder motion. But the genuine road-wagon swings rather looser; nor does it appear that for the short dashes of the speedway the uncomfortable and odd-looking speed wagon has any compensating merits.

Boots or no boots, and whatever wagon, etc., we fancy, just as no horse is a roadster that pulls, so no horse pulls that is balanced; nor if he requires that hard hold of his head to find and retain it is he in equilibrium at all. Therefore, so long as this eventuates, we have not succeeded in finding

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the center of gravity for our charge, and only protracted experiment with bits, checks, shoes, etc., will discover it. As a general rule, the simpler and easier the bit the better will it suit the case, and the principal changes come about from raising or lowering the head, using a martingale or not as required, open or blind bridle, harness fitting just so, boots all in the right places, pliable and neatly fitted, shoes to suit the case; and lastly, but by no means least, no ailing feet or limbs, which our own enthusiasm may overlook, just as the abuse of some previous master has caused them. Teeth need careful attention to insure that sharp edges and points are not working their meed of harm by continually annoying and paining the horse, making him nervous, fretful, a puller and a one-rein lugger, sometimes to a dangerous and uncontrollable extent.

While the overdraw check does not suit all horses, Hiram Woodruff conferred a boon indeed upon horse-trainers when he turned that standing martingale upside down for Kemble Jackson's benefit that fine spring morning and proved once for all its value. It is marvellous what a difference a few holes either way in this arrangement will work on a horse, and he who first united to it the chin-strap completed a combination unequalled for the purpose intended. The side check, loop placed high on the crown-piece, suits many horses better, and is far more comfortable for road work; but even with it a separate check-bit and a nose- or chin-strap should almost always be used. It makes a vast difference, this compulsory closing of the mouth with the tongue properly carried in place under the bit, and were it always applied to the colts in breaking, many a tongue-lolling, one-rein driver would never have acquired his trick.

When we have our steed harnessed comfortably, driving

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light in hand and at all paces, and suited with check and driving bit so that he does not pull, we have yet to boot and shoe him properly. Of course, he must be protected when he persists in hitting himself, but as a rule he will get along with quarter-boots, shin-boots, and possibly scalpers. Elbow boots, those most annoying of all the contrivances furnished by ingenious makers, we hope his changed condition, possibly lowered head and greater weight to handle will render unnecessary; but if they must be worn, you are sure to lose many a brush and to go through many annoying experiences from their inopportune fractures. Quarter-boots are always a safeguard, and so are shin-boots, but the knee-knocker is usually as unsatisfactory as the elbow-hitter; nor is the average private or livery-stable groom likely to know how to apply all these arrangements, nor to attend to it if he does unless well tipped; while the cost per annum of renewing and replenishing such an animal's paraphernalia often runs to considerable proportions. As between the extremely fast horse, freely booted as to his legs, and the fairly rapid but clean-gaited animal, there is, to the writer's mind, no comparison; for nothing is more certain than that the swift will be reduced to the rate of the slower if he gets enough (which means too much) brushing; and that when this period arrives he has no advantage in any point over his more enduring, because not so severely tried, *confrere*; nor will his infirmities decrease with age. Nor is a horse which forges, cross-fires or scalps when jogging, however clean he goes at speed, fit for a roadster at all. Nor will we be able to balance him as lightly as if he had not this fault, since the scalpers, if worn, weigh something, and must be compensated for by a little extra metal in the fore shoes. The so-called "Memphis shoe," having two bars across its ground surface, is said

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to work wonders with various double-gaited horses and those that need to "break over" squarely and quickly, but, whatever its merits, a square-toed shoe is generally quite as generally useful, and particularly for forgers and scalpers, the toe itself being left to project, and just rounded on the edge. Rough-gaited horses are also much helped by this style of footgear, which starts that member on the move from a level tread and a true "break-over," the new square toe being always sharply bevelled in imitation of the worn shoe.

The horse of excessive knee-action is generally much helped by the "Memphis shoes" or by a shoe arranged to break over quickly from a light and long toe-calk set well back and reënforced by heel-calks. Not a few such have narrow quarters and tender low heels. Such feet will always give much trouble and some of the many forms of rubber or leather pads are generally useful; or bar shoes; or the same or an open shoe reënforced by an oakum-filled leather sole; or even strips of felting between shoe and foot, and cut away over the frog. Some need the weights shifted to the outside on the toe or the heel (rarely), or a small toe-weight, or various contrivances which apparently suit them and them only. Very light shoes will spring or twist, and should always be made of bar shape, that they may thus be stronger. Some cases of cross-firing in pacers will be helped by using, behind, a sharply bevelled shoe almost triangular shaped on the inside or two-thirds the way to the heel, and with a good overhang to the outside heels; the foot cross-fired on being bevelled as sharply, and the hoof being left to project over.

Many horses have forefeet that grow unevenly, and finally cramp over badly and contract on the inside quarters. An ounce of prevention is worth much in these cases, and

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while springs in the heels will, if the foot is well soaked before application and the shoe left free at the heel, help matters very much, it is only at the cost of much discomfort and pain to the neglected subject.

Abnormally long toes in front and hind shoes, with widely projecting and lengthy outside heels, have obtained a vogue—it is to be hoped temporary only in nature—more because these contrivances chanced to prove valuable in the case of some special horse, than because they are either generally necessary in practice or commendable in theory. No fashion of handling the feet has given rise to so much infirmness and final unsoundness as the use of the long toe. Useful in increasing knee-action in the trotting-bred horse balanced for heavy-harness purposes, this pernicious custom—and the feet—have been carried to extraordinary lengths, regardless of future developments, or of the fact that the tremendous and unnatural strain on tendons and the throwing out of their natural relation of certain joints was surely working injury, and that the horse thus thrown back upon his heels was practically always travelling up-hill and greatly fatiguing himself in consequence. The long toe behind is not so unmingled an evil, and is absolutely necessary to square away many mixed-gaited horses and on pacers of a certain style of going, but the roadster rarely needs such balancing if he is as pure-gaited naturally as a good and true-made animal is likely to be. Nearly all horses are safeguarded by bevelling the inside quarters of their shoes rather sharply, and calks, if worn behind, should be, as a general rule, set well to the inside of the web, and those of the heel made long, especially if the subject is close-gaited and inclined to slide when he sets down the hind foot at speed, these side-calks being reinforced by a toe-calk of similar length.

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The convex surface shoe, as more nearly resembling the natural foot surface, gives best results on all horses, and its flat upper surface fits naturally upon the walls. Too many nails should not be used, and especially with springs in the heels must the quarters be free to expand under the pressure; and these same springs must not be too suddenly expanded, nor the work of expansion carried too far.

If the sole is extremely cut away, as it too often is, frequent and regular stoppings must be applied to the forefeet by means of any of the ordinary substances used for the purpose, or by a bit of wet sponge confined in the shoe by a piece of pliant steel. Swabs about the coronets occasionally applied overnight stimulate growth. Shoulder and muscle soreness must be carefully watched for and treated, for we are prone to overdrive our roadsters at times and to take "just one more brush" out of them, which is just the straw that proves too much. No balancing, etc., will work satisfactorily if the horse is sore or stiff and unwilling or afraid to extend himself.

Apropos of the very common and intensely annoying habit of forging, or clicking, due attention must be paid, in correcting it, to the natural shape of the animal: whether heaviest in front or behind, high or low headed, upright or sloping of shoulder, disproportionately long of leg, long and elastic or short and "stubby" of pastern, of long sweep of action behind, or toeing-in there because the hocks are weak and slant outwardly. Such horses must nearly always be driven well up on the bit when jogging. If the heel is struck, that part should be bevelled sharp or even cut away; if the inside of the web at toe inside, shift the weight to the heel if possible without disturbing his balance. The concave shoe, as being well bevelled on inside of web, is

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distinctly advantageous in all cases of forging, where the inside of the web is touched; or the same treatment of outside quarter will help. The breast-collar must not be too low, and the head must be raised by check or lowered by martingale until the happy medium is found; and his gait must be regulated evenly by the bit and by keeping him off the gait at which he hammers himself the worst. Very heavy hind shoes will sometimes work wonders, especially if the weight is in the toe and the toe rather long; extreme cases sometimes yield to a barshoe on the hind foot, the toe being cut off after it is fitted, the bar compensating for it. This leaves the toe clear, and two little side-calks will retard it. Quickening the front action by "rolling" the shoe well does not suit all fast horses, and the square-toed shoe is hardly suitable for the overreaching animal.

Every knee-knocker can be made to go clear of boots and all if we can only find the secret, and the writer has had considerable success both in correcting this trouble and ordinary interfering by placing between the shoe and the foot on the inside a strip of leather beginning just beyond the swell of the toe and gradually widening to one inch or one inch and a half at the heel. This piece of leather is notched like saw-teeth, and acts as a reminder if the horse goes close; as a buffer if he actually strikes. Of course, this is not protection enough for a chronic offender in this respect, and such a one will always need boots to give him confidence—as will many old track-horses, who have always been protected at all points.

The upright pasterns are always susceptible to the results of concussion; the oblique suffer chiefly from strain. The evils of upright pasterns, calf-knees, etc., are in some horses mitigated by an oblique shoulder. The latter type

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will demand a short foot if they are to wear well; the former a rather long toe.

Pacers, as a rule, are much more easily balanced than trotters, their chief faults lying in a tendency to cross-fire and to hit themselves, through the fact that most of them which display great speed have a tendency to turn out the toes from the ankle. Some few need special treatment, however, and the individual case must determine the method.

Sleigh horses need ample protection by boots, and especially should the quarter-boots be high and stout, or the sharp calks may utterly ruin or permanently injure a horse. From the usual cuppy nature of the footing a good fast sleigh horse must be short-gaited, rapid-going, and travel with his feet well under him. No work is more fatiguing for a horse, and nowhere are the animals more usually overdriven. After such fast work, special attention should be paid the shoulders and tendons, or the horse will get very sore and tied up. A fairly heavy sleigh steadies most horses better than the very light ones, and nowhere is a puller so disagreeable as in a sleigh—and he must balance himself somehow. About thirty years ago a well-known Boston track-horse, Royal Mike by name, very fast for those days, was brought over to New York to take the measure of everything on Jerome Avenue, but to light sleighs he could not trot a little bit. Taken home, his disgusted owner put him to a heavy doctor's sleigh, with top up, one snowy day, and with a friend went out to Boston's famous Mile Ground to look at the sport in which he could not hope to share. Turning at the head of the road, Mike took hold of the bit and they let him step along a little at about a three-minute clip. Just then along came a bunch of fast horses, and away went Mike in the face of the high wind, and if ever he was a good horse it was that day and that way

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rigged, for he beat everything on the road, thus proving that to certain animals considerable weight is necessary as a steadier.

Never as yet indorsed by the world of fashion in his unmutilated state, the roadster is yet destined to receive at the hands of the socially elect the recognition due him—especially from the man of means, who finds in the exciting contests of the speedway the healthful excitement which increasing years prevent his enjoying on the polo field or in the wake of a pack of hounds.

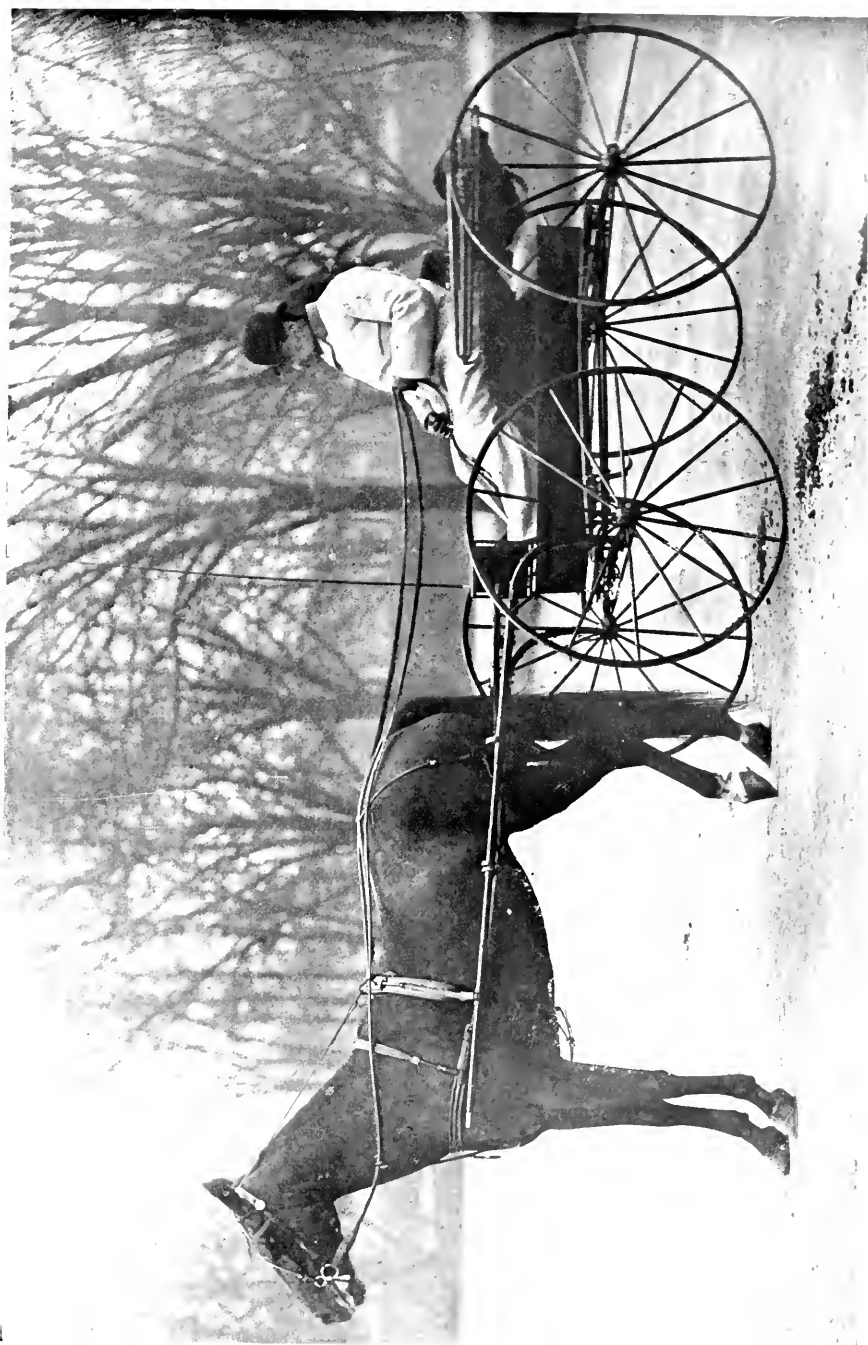
CHAPTER XXXI

ROAD-RIDERS OF EARLIER TIMES

NEW YORK was the home of the "road-rider" fifty years ago, even as it is to-day. To the traveller along Seventh Avenue, and Jerome Avenue after crossing McComb's Dam Bridge, there remains now but little to suggest those bygone days, but even trolley-car tracks and other encroachments of civilisation cannot efface from the memory of the old-timers the recollections of scenes along those old speedways—thoughts which the sight of those crumbling and abandoned old road-houses brings vividly to mind. Jerome Avenue afforded a splendid speeding-ground after Seventh Avenue became impeded by the thronging traffic, and the establishment of Jerome Park in 1868 induced road-drivers to continue their trips above the bridge and to find at "Gabe" Case's, Judge Smith's, Sibbern's, and other celebrated road-houses, that comfort for the inner man and refreshment for the equine which was so universal and so pleasant a feature of those daily excursions, no outing of the kind being considered complete unless it included stops at the various establishments for the purpose of sampling the various liquids and viands for which they were unique, and of passing the time of day with the various turf and road celebrities there congregated. Then, as now, the sport was proving highly attractive to many men of wealth and position, and every day one could see jogging up the Avenue, sitting on the road-house verandas, and later "brushing" home down Harlem Lane to the pavement at Twenty-eighth Street, or later from the bridge to the Park,

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such well-known men as Commodore Vanderbilt, Frank Work, W. H. Vanderbilt, Robert Bonner, Edwin Thorne, Josiah M. Fiske, William Turnbull, Thomas Morton, Charles Backman, W. C. France, S. T. Dickerson, Matthew Riley, Shepard F. Knapp, Phil. Dater, George L. Lorillard, Ruben S. Compton, George K. Sistare, Henry N. Smith, Edward A. Kilpatrick, James G. K. Lawrence, Harrison Durkee, A. B. Darling, S. R. Bowne, Pickering Clark, Harry Felter, A. N. Gillender, John Daniel, H. W. T. Mali, Samuel J. Morgan, G. S. Moulton, Wm. M. Parks, J. T. Soutter, Henry Steers, Thomas P. Wallace, George B. Alley, T. C. Eastman, C. D. Moss, A. A. Bonner, Morgan L. Mott, Samuel Weeks, Foster Dewey, Alec Taylor, J. H. Coster, Ed. S. Stokes, Joseph Harker, David S. Hammond, W. H. Humphrey, C. Vanderbilt Cross, Pierre Lorillard and Lawrence Kip, while the soft-dirt road, which is now but flinty macadam, resounded to the hurrying hoofbeats of such peerless trotters and roadsters as Peerless, Pocahontas, Dexter, Leander, Bruno, Breeze, Small Hopes, Red Jim, Darby, Mountain Boy, Charley Hogan, Startle, Aldine, Dick Swiveler, Early Rose, Maud S., Star W., Guy, Majolica, Garibaldi, May Queen, Cleora, Richard, Music, Harry Wilkes and Judge Fullerton. In earliest days the pacer, nowadays so popular, was hardly considered a gentleman's road-horse at all, and save for the occasional butcher, baker or publican, whose competition with the gentlemen owners was not countenanced, was rarely seen—and then only in the form of some low-headed, drooping-quartered, vulgar little "Kanuck," not much above a pony in size, and urged to his speed by loud yells and a swaying back and forth of the holder of the reins, rendered necessary by his animal's Canadian education at the hands of some stupid "habitant." Riding among, and occasionally racing with, these amateurs



HIGH-WHEEL, ONE-MAN ROAD-WAGON, AND ROADSTER

ROAD-RIDERS OF EARLY TIMES

were such well-known professionals as Hiram and Isaac Woodruff, "Dan" ("Peg") Pfeffer, "Bill" Whelan, J. D. McMann, Johnny Murphy, "Dan" and "Ben" Mace, "Billy" Weeks, "Charley" Green, "Jimmy" Dougrey, Dunn Walton, George Spicer, John Spicer, Matt Clinstock, George Woodruff, Peter Whelan, Frank Duffy, Frank Tolbert, James Whelpley, James Hammil, etc.—men who by their skill, intelligence and care helped to make the trotter what he is to-day.

The Seventh Avenue of to-day is not, as many suppose, the "Harlem Lane" of sporting associations wherein at even an earlier date were decided countless brushes for fun and money. This was what is now St. Nicholas Avenue, and it ran through the upper corner of what is now the Park and into Third Avenue. "The Red House" was at 106th Street and First Avenue. This stretch was the battle-ground of all the fast horses of early days.

Long before the days of Fleetwood Park the old Harlem race-course was in existence near 140th Street, and here, about 1806, it is said that Yankee trotted (probably under saddle) a full mile in 2:59—this being the first record of such a feat; this was, in 1818, overshadowed by the accomplishment of "the Boston Pony," who trotted a mile in harness (wagon or sulky) in three minutes. The Harlem Park Course was opened in 1833, was managed by Hiram Woodruff's father, and was the scene of many impromptu races, mostly to saddle. It was situated about where East 140th Street lies now, and was a long drive out of town, as the pavement then ended at Twenty-eighth Street, in the Bull's Head. The bloods of the day made Bradshaw's road-house in Harlem near the Harlem course a place of meeting, and used to brush from there down *Harlem Lane* and Yorkville Hill, into *Third Avenue* (which was a continuation of the same),

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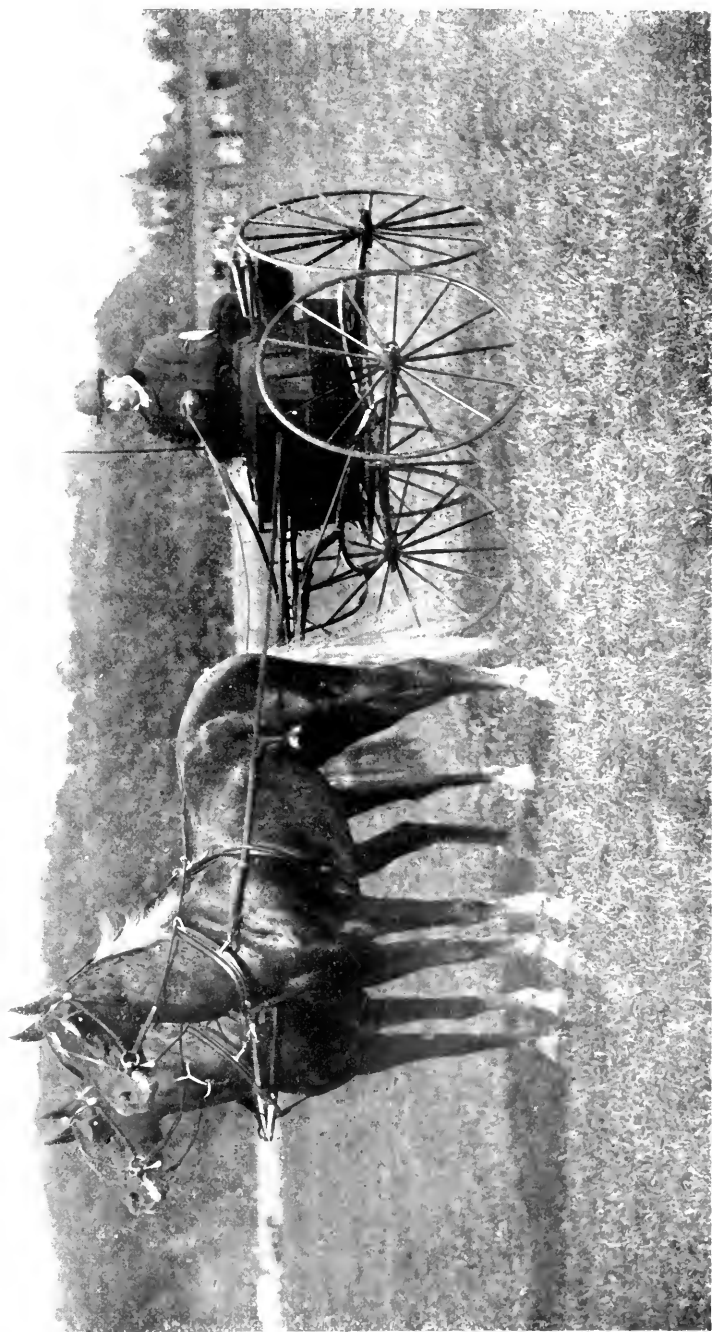
and thence to the Bull's Head. The site of Central Park was then a wilderness.

About 1835 road-driving first became popular, and every sportsman of the day, possessing the necessary means and the skill, maintained his one or two fast trotters behind which he took the air of an afternoon as far up as the celebrated Bradshaw's, just mentioned. Matters were entirely in the hands of gentlemen, and they allowed no interlopers, in the way of casual "sport" or publican, to interfere in their brushes—a matter which these gentry well understood. An odd pugilist or two, then at the zenith of fame, might take a hand, but none others except the professional trainers who were asked by word of mouth to participate. If others started the amateurs pulled up. Such men as Hamilton Wilkes, William McLeod, George Wilson, William Laight, Des Brosses Huster, Mr. Coster, James Valentine, James Bradhurst, Peter Barker, Mr. Neill, and a hundred more, behind such turf and road celebrities as Paul Pry, Awful, Bobus, Jerry, Blackbird, Bull-in-the-Woods, Fanny Pullen, Yankee Doodle, Dutchman, Beppo, Fire King, Modesty, Rattler, the evergreen "white-legged pony" Ripton—(the "gay heart of the trotting turf" and king of sleigh horses), and others, as well as pairs, four-in-hands, etc.

There was trotting at Hunting Park Course, Philadelphia, Pennsylvania, in 1828, under George Woodruff's management who had in training there those good campaigners, Top Gallant, Columbus, etc.

In 1847 Willard Reed drove Gray Harry and Betsey Baker one mile tandem over Union Course in 2:43 3-4.

About 1835 Thomas Cooper, the tragedian, acted alternate nights in Philadelphia and New York, and drove a celebrated horse called "Old Black" back and forth each day



HIGH WHEEL, ONE MAN ROAD WAGON PAIR ROADSTERS

ROAD-RIDERS OF EARLY TIMES

for weeks—an extraordinary instance of endurance and repeating powers.

Even as early as 1759 the Narragansett pacer was well-known and was a regular article of export to the Bermudas and elsewhere for saddle and harness work.

Bustling as were the old days on "The Lane" and its successors the two Avenues, there was at that time (about 1840) and earlier a strong contingent who, through its greater accessibility from that lower portion of the city where in those days was located the residential section, preferred Long Island and its environments as the scenes of their daily or weekly outings. This was also true of the residents of Brooklyn. Trotting tracks—as those at Huntington, Babylon, Massapequa, Hempstead, the celebrated Union, Fashion and Centreville Tracks, all now built over and forgotten, were accessible, some after an hour's drive, some by one of longer duration. Over Fulton Ferry and Fulton Avenue, and out on the old Jamaica turnpike via East New York, one came, after just sufficient interval to make a "brandy smash," a "stone fence" or a mug of "flip" enjoyable, to the road-houses kept by "Bill" Whelan, "Sim" Hoagland, Jack Snedikor, and Hiram Woodruff, the Union Course being close by and the Centreville track but a mile or two beyond. These rendezvous were always crowded, especially in sleighing-time, and many wayfarers were, from sheer inability to find shed-room for their horses, forced to journey on to Remsen's or Weeks's places near Jamaica. Many were the impromptu races arranged and summarily brought off, and, if the road would not serve, the tracks were close at hand. In those days sleighing always lasted for months, and horses were inured to long trips; so that the dinners, suppers and nightly dances at these hostelries were always well attended; after which all

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hands hustled home, best pace, and lively were the ensuing scenes along the road. Many were the huge boat-sleighs drawn by six or more horses and loaded with merry parties; the smaller sleighs with four to pull them; and the comfortable family sleighs drawn by one or a pair; all smothered in big buffalo robes, and forming a picturesque scene in the brilliant moonlight. Heigh ho! We dash about nowadays by steam, trolley and automobile; we devour the miles as flames lick up the dry grass; comparative distances are but inconsequential—and fast as are our modes of travel, our daily lives are in their way as rapid, and our rate of travel but emphasises the hurly-burly of all our worldly affairs. Did not our ancestors have in many ways the best of us, and among the items may we not class that comparative leisure with which they conducted all their affairs, the genuine enjoyment they found in life, the length to which that existence extended, and the homely, simple pleasures which marked its red-letter days? Verily it would reasonably appear so.



MAUD S., 2.084, AS A ROADSTER

CHAPTER XXXII

SLEIGHING AND SLEIGH HORSES

SLEIGHING and fast trotting horses go together—in any country where the former amusement for extended periods is possible. Rapidity of locomotion is almost a *sine qua non* to the sport. As providing at the same time for celerity and steadiness of movement, the fast trotter finds in the sleigh his appropriate accompaniment; nor can his formidable rival (in America, at least), the pacer, hope to cope with him at this undertaking, because the footing afforded is usually detrimental to the latter, and his lateral gait finds, in the snow-path and the average road, its most formidable obstacle—changing it perforce when fatigue supervenes to the diagonal—the trot. Apparently this did not hold true in the case of the wiry little Canadian pacer so common thirty or more years ago, but these homely little brutes were not up to a fast pace; and, as the track worn in the roads always ran at the width of one horse's footprints, the two furrows worn by the shuffling feet were fairly clear, and progress in consequence not much impeded. On clear ice or over very hard frozen snow the pacer holds his own and sticks to his gait, but not over loose or moderately deep footing. Because of changing seasons, a shifting Gulf Stream, or other combinations, sleighing in America is not as universally enjoyable in northern and eastern localities as in the days of yore, when it was regularly customary to get out the sleighs at Thanksgiving and put them away about March 25th, not a wheel turning in the interval and the going being always of

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the best. In many of these same localities to-day sleighs are rarely or never seen, and seldom needed, so that those who would enjoy this glorious pastime are forced to seek colder climes, where as yet modern vagaries of climate have made no impression.

The original method of making horses draw loads instead of carrying them was by means of some crude arrangement of poles or sleds, and even to-day the Indians use the "travois," or poles attached to each side of a pony, the ends sliding over the ground like runners, carrying, on poles lashed across, the children and the various family appurtenances.

The old sleighs, or pungs, which were first in use here were low of runner, very solidly and crudely built, deep of body, and but one remove from the heavy work-sled. Whole townships availed themselves of the winter season to transport to nearby cities the marketable produce of their farms, and this annual peregrination was in early times an occasion of perhaps a month's journey, all food being carried, and camps being made at night along the roadside. Miscellaneous was the freight thus hauled to market, and not unusually the entire outfit was disposed of—horses, sled and all—the owners returning on foot to their distant homes in the wilderness, repeating the journey the following year.

We all remember those huge old six- or eight-horse boat-sleighs of our younger days. No country livery stable was complete as to outfit unless supplied with one of them; and freighted with its jolly load of from twenty to fifty, smothered in huge buffalo robes and waist-deep in straw, they were in nightly request for expeditions to some country tavern, where a dance and supper formed the invariable culmination of the evening's pleasure. Many of these celebrated old hostelries are standing to-day, although, alas! now deserted.



SOLID COMFORT

SLEIGHING AND SLEIGH HORSES

Poorly conditioned as were once at most seasons the average country roads, and therefore unusable for rapid pleasure driving, it was found that these drawbacks did not obtain in winter, when a solid snowy footing covered the ground for many miles, and once the roadmaster, with his tributary ox-teams and the township's plow, had broken out the drifts, the settling of the fleecy material was a signal for the merry tinkle of sleighbells to resound on all sides, and every young man and his "best girl" improved the moonlight nights, and some of the afternoons, to get together with others of their ilk over the "flats down to the Four Corners," and there rode up and down at the best paces of which their astonished Dobbins were capable; while quilting-bees, husking-parties, etc., found then their appropriate term, not only because leisure was more plentiful, but because travel was more easily possible to all and sundry.

As the many prospered and were able to "keep a horse," the buggy or the carryall might be long in adorning the family barn, but the sleigh was surely there, and whatever the general family opinion regarding the winter solstice, honest old Billy witnessed its advent with disgust, as bringing to him in its train many trials and tribulations.

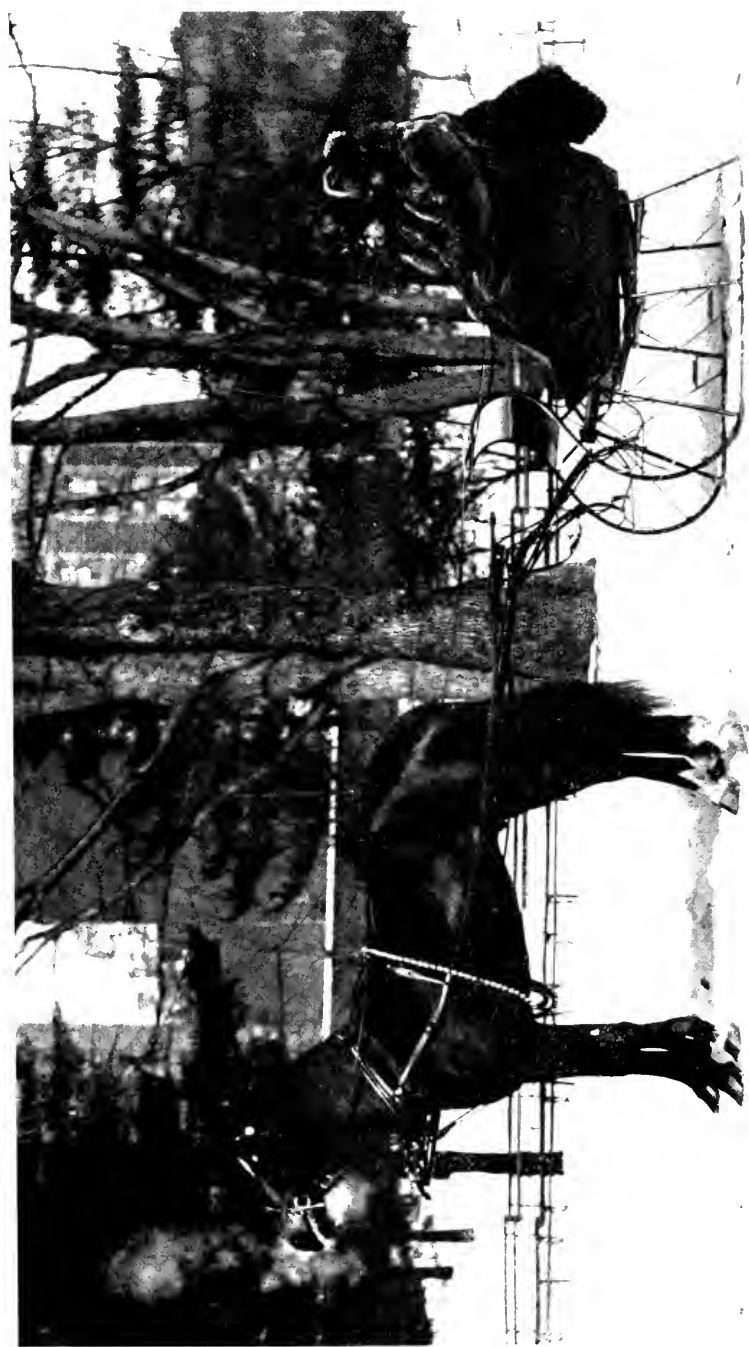
Road-riding to wagon was not a general pursuit of the prosperous until about 1840, but sleighing-time was essentially the period of such outdoor recreation fifty years or more before that, and the horse who could step along at about a four-minute gait was pretty nearly the "boss of the road."

Of late years, large sums have been paid for animals which could pull a cutter at a fast gait; and somehow there arises, in the exhilaration from the keen air, the sensation of gliding freely along, a demand for a rapidity of pace which the circumstances of the loose footing render unsuitable and

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very tiring to the horse. Snow is always "cuppy" going, and even the sharpest-shod animal finds that he does not "get all he reaches for," but that his foothold is most insecure. Even on ice is this true, and the calks bite away the brittle surface most distressingly to him.

Wild stories were formerly current of this and that horse trotting a full mile over ice in 2:15 or so, and halves in a minute, and carping skeptics used to affirm that this was accomplished through marking the distances by laying upon the ice a light bush which blew along toward the horse while he trotted toward it! Certainly, if the timekeepers were conscientious, some such scheme must have been devised, for neither on snow or ice can any horse trot or pace anywhere near as fast as he can on dirt. This was conclusively proved at Beacon Park, Boston, where one winter (about 1885) a handsome whip was offered for the horse which should trot the fastest mile over its specially prepared measured mile iced surface. The fastest horses in Boston were conditioned for these trials, and, although limitless attempts were allowed and made, the best that any of them could do for the distance was a mile in 2:30. Not every horse can "trot snow" or ice. It is the rapid-going, snappy, active animal whose legs are always under him which makes the best hand at it, and the long-strider has not a chance with horses he can easily defeat over dirt. Plenty of boots must always be worn, for the sharp calks may make frightful wounds, and a leg-weary horse may hit or grab himself at any moment. Nor should your sleigh horse be too tall, as it will make it difficult to see from your low seat where you are going. The shafts should be taken up rather high—much higher than ordinary—to avoid the side swing of the shoulder motion at speed, and your steed must be "hitched" with



AMERICAN CUTTER AND PAIR ROADSTERS

SLEIGHING AND SLEIGH HORSES

ample length of traces and of breeching. Extremely light sleighs are the fashion, but no good end is served by this, as over footing fit to speed a horse upon there will be a total absence of friction anyhow.

So exhilarating to the passengers is the swift gliding motion that the horse is more usually overdriven—frequently cruelly so—in sleighing-time than at any other period, and drivers forget in their excitement the uncertain and cuppy character of even the very best and hardest snow footing. Occasional (or frequent) stops at road-houses, and the attendant absorption of one or more seductive “Tom and Jerrys” or “hot Scotches,” add to the exhilaration, and bearing always in mind the fact that not for a year may another opportunity offer to enjoy the sport, the unfortunate beast is kept at his task to the limit of his powers and beyond. If we would hesitate to “brush” a horse a full mile over a dirt road, we may be very sure that a half-mile on snow is equally exhausting, and should let pleasure always be subservient to mercy. Look at any horse’s footprints, even when jogging, and notice how he fails to hold what the foot takes, but slips back an inch or more; notice also the marks at speed, and figure the exhaustion you invite. Have you ever tried to run a hundred yards over a beach? Try it, and its surface will use you up more than a mile over a road.

There is no kind of going that will so quickly and surely make a horse muscle-and-tendon sore as a “snow path,” and especially in the shoulders will this be felt. Concussion is severe and exertion violent because of the insecure footing. Redouble the care of your fast horses during sleighing time; see that their shoulders are well steamed out, and massaged with a good liniment, and that a first-class leg-wash is also used, the muscles of the hind legs and loins being also well sham-

DRIVING

pooed with the same, and bandages carefully applied to the legs overnight. The surface of the foot should be filled by gutta-percha packing, or by a leather pad, that the feet may not ball, and the long calks have full chance therefore to act and to get as good a foothold as possible. Good, strong quarter-boots are always advisable, and plenty of other boots as well. Leather bits should be used, if the horse drives kindly in them, or check-pieces at least put on that the cold steels may not frost-bite the lips and tongue. Great care must be taken when driving home not to jog too slowly a horse which has been thoroughly overheated by brushing. It is a mistaken kindness, and this is by no means the time to be easy with him. In his exhausted condition he is peculiarly susceptible to any chill, which if taken is likely to bring on serious complications, even to instant congestion and death. Keep him moving at a good pace, and get him home where he can be taken care of; while, if you have some distance to go, it will not be much trouble for you to carry a breast-cloth the width of his chest, which will buckle round the breast-collar and prevent the cold winds from striking there; surely you owe him this much attention for all the fun he has given you both on this day and many other days.

You never ride half as fast as you *think* you do over snow, and all drivers are driving faster than their horses can go.

Above all things, let your horse's head down when you are jogging out, or back home, unless he is one of those distorted brutes who pulls hard unless checked just so. We are hideously cruel in this matter of checking our road and speedway horses, and it is an outrage that it is not stopped by law. Not fifty per cent. of the horses that wear checks



A FAMILY SLEIGH

SLEIGHING AND SLEIGH HORSES

need them at all, and of the other fifty per cent. fully half will go easier and faster if given more liberty in this respect. Because a horse has to be rigged thus and so in a sulky has no bearing upon his posture in a wagon or sleigh, and almost invariably more liberty may be allowed, and distinct benefits, aside from the obvious humanity, accrue.

THE END

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